ASK FOR SWALLOW & ARIELL'S BISCUITS, JAMS AND CAKES.
Made from the finest Australian Flour and Fruit.
ALEX. ROSS & Co.
[74

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

Fortify yourself with Bovril
IT MUST BE BOVRIL
BRITISH TO THE BACKBONE
[67-1

No. 18,094. 第一萬八千零九十四號 日一十月四年辰丙 HONGKONG, FRIDAY, MAY 12TH, 1916. 五拜禮 號二十月五年五國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE

May 12th.—Europe (*viâ* Siberia), per s.s. CHIYUEN.

May 13th.—Europe (*viâ* Siberia), per s.s. MERIONTHSHIRE.

TO DEPART

May 13th.—Japan *viâ* Nagasaki, United States, South America, and Canada *viâ* San Francisco and United Kingdom *viâ* Canada, at 9 a.m., per s.s. ARAKAN.

May 16th.—Philippine Islands, Japan *viâ* Nagasaki, Honolulu, United States, Canada, South America *viâ* San Francisco, and United Kingdom *viâ* Canada, at 9.30 a.m., per s.s. NIPPON MARU.

May 16th.—Formosa *viâ* Keelung, Shanghai, North China, Japan *viâ* Moji, Victoria, B.C., U.S.A., South America, *viâ* Seattle and United Kingdom *viâ* Canada, at 3 p.m., per s.s. KAMAKURA MARU.

May 17th.—Europe *viâ* Siberia, at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.

May 17th.—Shanghai, North China, Japan *viâ* Nagasaki, Victoria, B.C. (Canada), United States, South America and United Kingdom *viâ* Vancouver, at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.

May 19th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NANKIN.

May 22nd.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. PORTHOS.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914 119

FOR SALE.

COLLECTIONS of CHINA POSTAGE STAMPS, in packets, all different, no duplicate.

30 Stamps for $1. | 60 Stamps for $4.50
90 Stamps for $11. | 100 Stamps for $20.00

GRACA & CO.,
No. 4, WYNDHAM STREET.
Hongkong, 7th April, 1916. [501

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1213.
Hongkong, 4th February, 1915. 686

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes.	
8.00 "	to 10.00 "	10	"
10.00 "	to 11.00 "	15	"
11.30 "	to 12.45 p.m.	15	"
12.45 p.m.	to 1.15 "	10	"
1.15 "	to 1.45 "	15	
1.45 "	to 2.15 "	10	"
2.15 "	to 5.00 "	15	"
5.00 "	to 8.10 "	10	"

NIGHT CARS.
8.45 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every 15 minutes.	
10.30 "	to 11.00 "	10	"
11.30 "	to 12.00 noon	15	"
12.00 noon	to 1.00 p.m.	10	"
1.00 p.m.	to 5.00 "	15	"
5.00 "	to 6.00 "	10	"
6.00 "	to 7.00 "	15	"
7.00 "	to 8.10 "	10	"

NIGHT CARS as on Week-Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong 12th June, 1915. 500

MITSUBISHI
DOCKYARD AND ENGINE WORKS.
A.1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Centrallo Condensers, Stones Manganese. Bronze Castings, Parson's Steam Turbines and Turbo-Alternators. &c. &c.

NAGASAKI
TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 "	52	98 "
Water on Blocks at Spring Tide	26 "	24	40 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
FLOATING DOCKS.

Lifting Power	No. 1 7,000 tons.	No. 2. 14,000 tons.
Max. Length of Ship taken in	" 460 feet.	" 580 feet.
Max. Breadth of Ship taken in	" 56 "	" 88 "
Max. Draft of Ship taken in	" 22 "	" 26 "

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons

HIKOSHIMA (Near Shimonoseki)
TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
GRAVING DOCK.

Length on Keel Blocks	363 feet 0 inches
Breadth at Entrance on bottom	56 " 0 "
Depth of Water on Blocks a Spring Tide	25 " 7 "

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.
173

THE KAILAN MINING ADMINISTRATION.
KAIPING COAL.
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE.
Completes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG. TELEPHONE No. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [36

SOUTH MANCHURIA RAILWAY.
TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.
Time-Table from May 1st, 1916, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitoa (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
				Sakaki	Kobe
$ 2.40 / T. 16	Shanghai (S.M.R. Stn.)	Lv.	Forenoon	Tues.	Sat. Mor.
	Tsingtao "	Ar.	"		
	Dairen "	Ar.	1.37 p.m.	The	
Y 14.85	Mukden " (S.M.R. Train)	Lv.	11.35 "	Thursday.	
		Ar.	11.50 "		
Y 11.50	Changchun "	Lv.	7.30 a.m.	Friday	
	" (Russian Train)	Lv.	8.05 "		
R 8.80	Harbin "	Ar.	3.05 p.m.		

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Thursday	
R 4.40	Harbin (Russian Train)	Lv.	10.10a.m.		
	Changchun "	Ar.	6.30 p.m.		
Y 11.50	" (S.M.R. Train)	Lv.	8.45 "		
	Mukden "	Ar.	0.45 a.m.		
Y 14.85		Lv.	1.05 "	Friday	
	Dairen "	Ar.	9.20 "	Pri. Sat.	Wed.
R 4.40		Lv.	Noon.	Noon.	
	Tsingtao "	Ar.	Forenoon	Pri.	
	Shanghai "	Ar.		Sakaki	Kobe

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add "Yamato") at Dairen, Port Arthur, Mukden, Changchun, and Hoshiwaza (the finest sea-side resort in South China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; the NORDDISK RESEBUREAU and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
From stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
499

APPLICATIONS FOR AGENCIES IN
CHINA AND JAPAN.
Should be sent to our Agent:—
MR. T. RUDDIMAN JOHNSTON,
18, Mikawadai-machi, Azabu-ku, TOKIO, JAPAN.
SHACKELL, EDWARDS & CO., LTD.
MAKERS OF
PRINTING INKS
FOR OVER 120 YEARS.
RED LION PASSAGE, FLEET STREET, LONDON, E.C.
53

NOTICE OF REMOVAL.

ON and after MONDAY, 8th May, 1916, the Offices of THE CHINA FIRE INSURANCE CO., LTD., will be REMOVED to the Offices of THE UNION INSURANCE SOCIETY OF CANTON, LTD., 3, QUEEN'S BUILDINGS, Chater Road.

C. PEMBERTON,
Secretary.
Hongkong, 8th May, 1916. [68

NOTICE.

THE Undersigned having acquired the interest in the "Von Riegen," Patent Firebridge Bar, it will henceforth be known as the "ECLIPSE" PATENT FIREBRIDGE BAR.

Full particulars and prices for installations from:
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.,
Telephone 236. 2, Queen's Buildings.
Hongkong, 17th March, 1916. [419

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the Price of Current for Lighting and Fans will be Reduced to 20 cents per unit.

Discounts will remain as before.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [648

WANTED.

AN ASSISTANT ENGLISH TEACHER for DIOCESAN BOYS' SCHOOL.
Apply to—
THE HEADMASTER.
Hongkong, 10th May, 1916. [634

WANTED.

AN experienced ASSISTANT for a Mercantile Firm (Chinese preferred). Qualifications necessary: Good English education, knowledge of Shorthand, Typewriting and Book-keeping.

Good salary and permanent prospects for a competent steady man.

Apply in own handwriting to—
"COMMERCE,"
Care of "Daily Press" Office.
Hongkong, 9th May, 1916. [681

G. E.
NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

MITSUBISHI GOSHI-KWAISHA.
(MITSUBISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA SAYO, SHINNEW AND KAMIYAMADA Collieries.
AGENTS FOR SAKITO AND OYUBARI Coals.
HEAD OFFICE:—MARUNOUCHI, TOKYO.
BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSURUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.
Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.
AGENCIES:—
CHINKIANG—Messrs. GRADING & Co.
MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
GLASGOW—Messrs. A. F. BROWN, McFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914 [618

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.

IN THE MATTER of the Estate of NATHANIEL JOSEPH EDE late of "OAKHURST," NETLEY ABBEY, in the County of Hants, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 13th day of May, 1916.

Creditors and Claimants are hereby required to send their Claims to A. SHELTON HOOPER, Esq., No. 5, Queen's Road Central, Hongkong, the Administrator of the above Estate, by the above date.

Dated the 1st day of May, 1916.
HASTINGS & HASTINGS,
Solicitors for the Administrator,
8, Des Vœux Road Central,
Hongkong.
[650

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1904 and been in use only 14 months.

1,983 lbs.—Self-Hardening Steel.
1,377 lbs.—L. A. Turning Steel.
926 lbs.—Oval Chisel Steel.
2,896 lbs.—Round Punching or Turning Steel.
and
One hundred Kilos Metal Packing.
Open to Offers.
For further particulars,
Apply to
GEO. P. LAMMERT,
4, Duddell Street.
[411

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 4th February, 1915. [641

DRINK
ALLSOPP'S
BRITISH PILSENER
BEER.
SOLE AGENTS:
CALDBECK, MACGREGOR & C.
WINE & SPIRIT MERCHANTS.
[15, QUEEN'S ROAD CENTRAL.]
[15

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.
J. H. TAGGART
Manager.
161

KING EDWARD HOTEL.
CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager.
25

PEAK HOTEL.
1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connexion maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Manager meets Steamers.
P. O. PEUSTER,
Manager.
[126

THE NEW MACAU HOTEL.
THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER.
Macau.
Tel. Add. "Phœnix," Macau.
1st February, 1915 [32

THE VICTORIA HOTEL CANTON.
Situated on the British Concession Shameen,
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr and Mrs. GEO. E. EYLES.
502

SAVOY HOTEL.
21, BROADWAY, SHANGHAI, CHINA.
THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.
American or European Plan.
Rates $4 and $5 per day.
Special terms to monthly guests.
Cable address: SAVOY. Telephone No. 2516T. C. A. BIDDLE, Manager.
42

INTIMATIONS.

S. MOUTRIE & Co.,

LIMITED,

SOLE AGENTS

for the famous

WEBER & ALLISON

PIANOS

BRITISH-MADE THROUGHOUT.

NEW MODELS

JUST RECEIVED.

INSPECTION INVITED.



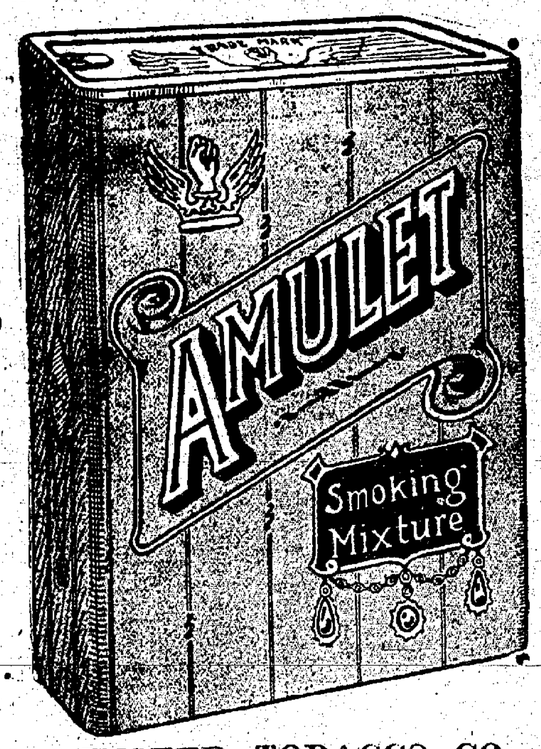
[29-5

THE BEST TOBACCO YOU CAN GET

IS THAT OLD FAVOURITE **"AMULET."**

A SHIPMENT HAS JUST ARRIVED.

$1.10 for 4 ozs.



$1.10 for 4 ozs.

WESTMINSTER TOBACCO CO., LTD.

Hongkong, 11th May, 1916. [688

BEER!

ASAHI BEER
DAI NIPPON BREWERY COMPANY LIMITED TOKYO JAPAN
ASAHI LAGER BEER
ASAHI!

SAPPORO!

SAPPORO BEER
DAI NIPPON BREWERY COMPANY LIMITED TOKYO
SAPPORO LAGER BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

ICE HOUSE STREET. TEL. 230-155.

103

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1915. With INDEX. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th March, 1916.

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1916, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shaukiwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. (Approximate.)				Contents in Square feet.	Annual Rent.	Upset Price.
			N.	E.	S.	W.		$	$
			feet.	feet.	feet.	feet.			
1	Inland Lot No. 2107.	West of Inland Lots 1449 and 2864, Shaukiwan Road.	As per sale Plan.				17,000 (about)	176	6,500

Hongkong, 6th May, 1916. [670

SHAKE OFF THE CLUTCH

of rheumatism, the greatest enemy to the peace of man.

You can do it.

As evidence of this you have but to consider any one of the thousands of cures that *have* been effected by the use of

LITTLE'S ORIENTAL BALM

Many of those cured were told by their physicians that there was no hope. They had resigned themselves to lives of racking torture—painfilled hours of woe and misery. They had not thought relief possible. Then they heard of LITTLE'S ORIENTAL BALM. With every application their pain grew less, their swellings went down, their joints straightened out—they were free—free as you can be.

Sold at 1s. 4d. per bottle.

Agents for Hongkong:—

Messrs. A. S. WATSON & Co., Ltd.

[578-12

COMPANY MEETING.

SEMAMBU RUBBER ESTATES, LTD.

At the third annual general meeting of the Semambu Rubber Estates, Ltd., held at Shanghai, a dividend of ten candareens per share (making 15 per cent. for the year) was declared and passed, and, on the proposition of Mr. F. J. Burrett, it was resolved that a sum not exceeding Tls. 1,500, out of the current year's profits, be paid, at the Directors' discretion, for the benefit of some War Fund.

Mr. G. Grayrigge, who presided, said the planted area had been increased during the year by 10 acres and a further area of about 161 acres was being opened up and should be completed by the autumn of this year. In view of the large available working capital, which was invested in 5 per cent. British Exchequer Bonds, it was proposed to bring the planted area of the estates up to at least 1,000 acres. Since the report was issued they had been offered 556 acres of jungle adjoining the Semambu Estate at $10 per acre, and had authorised the purchase of same, subject to the manager's examination of the suitability of the land for hevea.

The crop of rubber harvested during the year was 93,591 lb. It would have been considerably more if tappers had been available. The estimate for 1916 was 147,000 lb.

The average f.o.b. cost of production for both estates was 1/3.96 against 1/5.44 for the preceding year. Based on the estimated output the f.o.b. costs this year should be reduced to about 1/- per lb. The sales amounted to 91,566 lb., of which 22,806 lb. were sold in London and the balance in Singapore; the average gross price realised was 2/3.21 for all grades compared with 1/11.79 in 1914. A forward sale of 1 ton a month January-June delivery at an equivalent of 3/2 London, was made in November last. The planted area on both estates had been clean weeded throughout the year at a cost of 80 cents per acre per month on Semambu and 66 cents on Ruby. Both estates were in excellent condition.

Further extensions to the factory would be necessary this year; the installation of power machinery, however, was postponed until machinery prices were normal.

The issued capital was now Tls. 300,000. Surplus funds amounting to £10,000 were invested in British 5 per cent. Exchequer Bonds. This money would eventually be required in the F.M.S. for the development of the new extensions. The nett profit for the year amounted to Tls. 40,908.84, to which must be added the balance from 1914, Tls. 8,659.10, giving a total of Tls. 49,477.94. Deducting from this the dividend paid on 16/2/16, Tls. 15,000.00, there remained available Tls. 34,477.94. The Directors recommended this balance should be dealt with as follows:—

	Tls.
To the payment of a final dividend of 10 candareens per share, making 15 per cent. for the year	30,000.00
Write off plant and machinery	773.96
Write off wells and water supply	883.77
Write off furniture	733.17
Write off live stock, etc.	390.00
Write off buildings	310.47
Commission to administrative staff (as per agreements) (estate manager and general managers)	1,031.14
	Tls. 34,131.51
Leaving to be carried forward...	346.43
	Tls. 34,477.94

The usual resolutions were put and carried.

JAPANESE SHIPPING PROFITS.

OWNERS REAPING A HARVEST.

The phenomenal profits derived from shipping continue to be a feature of the situation in Japan, says the Liverpool *Journal of Commerce*.

During the last business term the Nippon Yusen Kaisha made a profit of some 5½ millions, as against about 2½ millions recorded for the previous term, and paid a dividend of 15 per cent. The Toyo Kisen Kaisha, which had been losing, accumulated during the last term a reserve of over one million and paid a dividend of 12 per cent.

The smaller companies, as well as private owners, are reaping a harvest. The Meiji Marine Transport Company, with a capital of only Y.225,000, from January to October last year had a gross income of over a million yen and cleared a profit of Y.648,000. The Uchida Steamship Company, with a capital of Y.230,000, paid a 600 per cent. dividend for the last term, France, through her Ambassador in Tokio, has made special application to Japan for the charter of several steamships for transport service, and the Japanese authorities are doing what they can to respond, but the Japanese companies and owners are too well satisfied with prospects at home to think of speculating further afield; and so it is quite unlikely that Japan will be able to accommodate France in this way.

The decision of the Nippon Yusen Kaisha liners to take the Cape route, to avoid enemy submarines, is proving a hardship to shippers sending goods to French ports, and the Governments announcement that insurance and freight rates on the Suez route will be raised is causing further discouragement. Ships proceeding east of Sicily will have to pay 45 sen per ton, and those west of that island 25 sen per ton, while the freight on all goods from Japan to London by way of Suez will go up from 35 sen per ton to one yen. There is still complaint as to lack of shipping facilities to Australia, with which country Japan has enjoyed a remarkable expansion of trade during the past year, exports increasing from 10 to 16 millions and imports from 13 to 25 millions.

PROFITS OF THE T.K.K.

BIG DIVIDEND DESPITE LOSS OF "CHIYO MARU."

In spite of the loss of the *Chiyo Maru*, the Toyo Kisen Kaisha will still be able to pay a dividend of 15 per cent. per annum for the first six months of 1916, according to a statement made by Mr. S. Asano, president of the company, as reported in the *Japan Advertiser* (Tokio, April 19th). The principal stockholders in the company were assured of the good financial condition of the company at a meeting held at the Tamachi residence of Mr. Asano on April 17th. Over forty persons, each of whom holds more than 500 shares in the company, attended.

Mr. Asano reported on the recent disaster to the big liner *Chiyo Maru* off Hongkong, to discuss which the meeting was called. He said that a work boat of the Yamashina Marine Company, with several divers on board, recently arrived at the scene, and the divers had made a careful investigation of the inside of the steamer and examined the damaged parts, but whether the vessel can be saved or will be left in the hands of the insurance companies has not yet been ascertained.

Mr. Asano expressed regret that owing to the disaster the company lost about Y.650,000 of profits which it was hoped would be made from the ill-fated liner during the first six months of the current year. However, the recent 25 per cent. rise in the freight rates for the American lines, which has been granted by the Government, will make good, he said, a part of this loss from the *Chiyo Maru*. For this reason, he said the company, despite the disaster, will still be able to make a profit of about Y.2,000,000 during the first six months of this year, and will be able to declare a dividend for this six-months period, as for the previous six months, or 15 per cent. As to the other six months of this year, Mr. Asano said that if the conditions of shipping business continue as good as they now are, the company will be able to make a pretty good profit for those six months as well.

MESOPOTAMIAN CAMPAIGN.

WHO WAS RESPONSIBLE FOR THE ADVANCE ON CTESIPHON?

In the House of Lords recently Lord Beresford asked whether the General Officer Commanding the British Forces besieged at Kut-el-Amara had recommended, or was responsible for, the decision to advance on Ctesiphon, or whether, in carrying out that advance, he was only acting under the direct orders of the General Officer Commanding the Forces in Mesopotamia. He reminded the House that an accident or a reverse in this part of the world would mean the loss of our *prestige*, and the Turks would be able to say they had beaten us not only in Europe, but in Asia. He understood General Townshend started with less than one division when he ought to have had not less than three. The Government had said they were anxiously considering the position, but that position was caused by their own folly, their own want of knowledge of war, and by their not paying attention to their policy and then turning it over to the soldier and the sailor to dictate what forces were necessary. All these auxiliary expeditions had been a series of gambles, for political necessities and not for military necessities. He hoped his remarks would not be called mischievous, for he really wanted to help the Government. He had not taken much part in public life lately, but he had written a letter to the Prime Minister which he would have leave to publish by-and-by, and he assured the House that if his advice had been taken the *Lusitania* would not have been torpedoed and we should not have lost battleships in the Dardanelles. The relief party which was dispatched to the aid of the garrison at Kut would itself have to be relieved. The relief expedition ought not to have started till it was absolutely ready and certain to be able to go straight to General Townshend. He would like to know whether General Townshend was responsible for the advance on Baghdad and whether he was consulted as to the number and equipment of the force he considered necessary. If that was not so he thought the House should take note of these continual reverses and retreats, which really amounted to disasters, and that the Government ought to give more information, particularly with regard to Kut, than they had hitherto given.

Lord Islington said that if any representations were made by General Townshend prior to his attempted advance on Ctesiphon they would have been addressed to Sir William Nixon, but no such recommendation or representation had been reported home. As had been stated by the Secretary for India, the advance was authorized by the Government on the advice of the General Officer Commanding in Mesopotamia and the Government of India. As to whether General Townshend was consulted by the General Officer Commanding, the Government had no information. He was unable to give any promise in regard to the publication of dispatches. At this moment it would be in the highest degree injurious to the national welfare that anything of a detailed character in regard to either the past or the present should be made public. Since February 16th the conduct of the operations had been transferred from the India Office to the War Office. He was obliged to give this imperfect answer by reason of the public interest. The Government had no wish to evade responsibility for what had taken place, and at the proper time, and when the public interest would not suffer injury, they would be prepared to face the closest possible scrutiny and examination.

Viscount Midleton, while appreciating the necessity of a certain amount of reticence, expressed a hope that dispatches relating to the earlier stages of the operations in Mesopotamia might be published as soon as possible.

WAR OF THE MICROBES.

BACTERIOLOGISTS' LEADING PART.

It has been said that the greatest of Napoleon's battles was a mere pothouse skirmish in comparison with the tremendous struggle which is fought out in the human body as a fever runs its course. No quarter is given in the fight to a finish between the horde of invading microbes and the garrison of leucocytes; and if the citadel falls, it is sacked by all the foulest forms of rudimentary life and is lost at last in the forgetful earth as a raindrop vanishes in the sea. The victory of the garrison is life, their defeat death; and the whole history of the invisible warfare may be summed up in these lines:

Millions with millions blindly wrought
Unarmed, unexplained, and untaught;
For them no flaring battle-cry;
No flaming banners toss on high.

Time was when this warfare of infinitesimals was undreamed of by mortal man, but to-day the physician is so well acquainted with its silent and unseen processes that he can often, by taking thought, award victory in the end to the beleaguered garrison.

Wherever and whenever a wounded soldier is carried out of the far flung battle lines of the Allies, a brave opportunity occurs for this work of beneficent intervention. The slightest wound is a theatre of warfare between deadly microbes and leucocytes; and, if the resources of medicine are not wisely utilised, a combatant will be missing from the ranks of civilisation. It is impossible to overrate the military value of a competent Medical Service. Other things being equal, the issue of a war depends on the proportion of the disabled who can be cured and returned to the trenches. A good hospital system prevents the loss of many Divisions; a new and successful method of cleansing wounds may be worth a Brigade or more; and a surgeon of genius, who inspires imitators, is as good as a Battalion to his side. So that all who are trying to follow the war intelligently ought to be as keenly interested in the work of our Medical Service as in that of the fighting arms. Of course the lay mind is incapable of understanding all the triumphs of technique recorded in medical journals from time to time and summarised in Major A. J. Hull's recently published work on the subject. But every educated person can appreciate the scientific flair and practical skill with which the larger problems of curative treatment in the present war have been faced and satisfactorily solved. German medical science cannot, of course, be belittled in any way. But, when the full history of the Great War can be written, we shall probably find that our Medical Service actually achieved a tactical—and perhaps a strategic—superiority, and so played an indispensable part in securing a victorious decision.

From the medical point of view, as from all others, this war is unique. The very magnitude of the campaign, which has compelled the presence in the theatre of war of so large a proportion of the nation's able-bodied manhood, has made the "medical affair" a thing apart. The best brains of the profession have been mobilised; world famous civilian specialists have worked in cordial co-operation with the military surgeons; and theory has been freely reviewed and revised in the light of new and surprising experience. In no previous war has the bacteriologist played such a leading part. The South African War had not prepared the doctors in khaki for the vast importance of the problems of wound infection. Those who served in the illimitable, sparsely-populated plains of South Africa, under cloudless skies and in an uncontaminated atmosphere, were inclined at first to regard wound infection as of secondary consequence. They were but ill-prepared for work in a crowded garden-land which has been heavily manured for centuries and abounds in deadly bacteria. In South Africa the fighting Zulus never bandaged their wounds; air and sunlight were sufficient to keep them clean and healthy. So with our soldiers, a wound was just a wound more often than not—the surgeon's chief business was the repairing of visible, tangible injuries. On the West front to-day a wound is much more than a wound. To use the pithy phrase of an accomplished surgeon: "We have to remember now that a wound is also a disease." That is to say, it is so likely to become the scene of a war of the microbes that the damage to bones and tissues is often less dangerous to the patient than the infection trouble. On the other hand the wastage owing to specific diseases has been very much less than it was in South Africa. Enteric, which was more deadly than the Boer bullets, is virtually non-existent, thanks to compulsory inoculation—a wise safeguard which only a handful of professional "antis" have ventured to criticise. Other new factors have rendered the work of the Medical Service more difficult in various ways. Chief of these is the use of the pointed bullet—this war is the first in which it has been universally used, and, according to Lieutenant-Colonel E. M. Pilcher's introduction to Major Hull's treatise, it will always be known to surgeons as the Pointed Bullet War. The pointed bullet is less merciful than the blunt, ogival tipped bullet of former times, though the non-scientific person would never have guessed it. Experience shows (1) that its shattering effects on bone are more marked, (2) that its tendency to turn on impact makes it more destructive to soft tissues, (3) that it causes "explosive" effects at the longer ranges, and (4) that it is rather more liable to break up. We ought to have known that it was less humane than the old projectile, seeing that the Germans were the first to introduce pointed bullets. We should have known it was so if we had had a clearer insight during peace time into the mentality of the Huns, who are scientific savages, and had thought out all sorts of subtle barbarities long ago. Their theory of war cuts out humanity as far as possible, and that is why they adopted the pointed bullet.

(*Continued on next Column.*)

But, all said and done, it is the fact that a wound in this war is also a disease, that an invasion of microbes is often the deadlier danger, which most manifestly distinguishes this wondrous war from all others waged in the near past. In the near past—for we cannot well bring the wars of the days before anaesthetics and antiseptics into the present comparison: a field hospital in the Napoleonic era was an inferno that hardly bears thinking of. The horrors thereof are but dimly shadowed forth in the Erckmann Chatrain novels, which were based on the experiences of veterans who had followed Napoleon's star even to its setting. As a boy I talked with one who fought and was wounded at Solferino, and his gruesome story is branded into my remembrance. He lay on the field for many hours and corroborated the evidence of another witness (I forget his name and that of his book), who said that, when he visited the battlefield next day, he seemed to be standing on the sad sea-shore—the confused crying of the wounded was like the sound of surf, the savour of bloodshed was a briny tang in the morning breeze. My friend's tale of the horrors of an operation without anaesthetics is best left untold. Such horrors, and also the high mortality due to septic infection, are things of the unscientific past. Science, on the whole, is mercy in warfare; for if it has greatly increased the power, precision, and variety of war's weapons, it has to an even greater extent developed our curative resources. In point of fact, medicine has done more to mitigate the ordeal of battle than all the legalists have been able to achieve with their busy pens. And of far more consequence than the atrocities committed by German soldiers against our wounded is the disposition of German military surgeons to restrict, even in dealing with their own people, the mercifulness of medical science. The use of the whistle, really a pistol in disguise, is a striking example of a retrograde tendency which is, perhaps, forced on them, against their better intentions, by the ruthless German Warlords. They certainly do act on the adage that time and trouble should not be spent on a medical forlorn hope. The wounded German soldier whose case looks hopeless is often left to "die at his leisure" (a British soldier's humorous phrase). But our surgeons do not thus subordinate humanity to military convenience, and they are rewarded by many quite incredible successes and by a wealth of observed facts in cases where they have surely deserved to succeed.—E. OSBORN in an Exchange.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—A limited number of vacancies exist in the Mounted Section of the H.K.V.C. Members of the Corps owning ponies and desiring to transfer to this Section should send in their names to O. C. Companies. The Mounted Section will parade under Staff-Sergeant Talbot on Tuesdays and Thursdays, at 5.30 p.m., on the Polo Ground.

JOINED.

2.—Private R. H. Sharp, having joined, is allotted Corps No. 2000 and is posted to the Scouts Company, No. 4 Section.

LEAVE.

3.—No. 1990 Pte. Murdoch is granted 6 months' leave of absence from the Colony with effect from 11th inst.

TRANSFER.

4.—Pte. J. H. Taggart is transferred to the Mounted Section H.K.V.C.

PARADES.

5.—Parades for Friday, 12th inst.:—
5.30 p.m. Defaulters' drill at Headquarters under Co. Sergt. Major Witchell.
5.30 p.m. Recruits of Right Section M.G. Co., Squad drill at Headquarters.
5.30 p.m. Artillery Battery gun-drill at Gun Club Hill. Sergeant Bradley will attend. H.K. residents will parade at 5 p.m. at Star Ferry Wharf, Hongkong, and proceed to Gun Club Hill, Kowloon, by 5.05 p.m. ferry under the orders of the Officer or senior N.C.O. present.

DETAIL.

6 p.m. Scouts Company No. 4 Section Drill at Headquarters.

6.—On duty to-night: No. 1 Section Artillery Battery.
Next for duty: Left Section M.G. Company.
Orderly Officer 12th to 18th inst.: Lieut. Weall.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

BAND PRACTICES.

Monday, May 15th.—At Central Station, at 6.15 p.m. sharp.
Thursday, May 18th.—At Central Station, at 6.15 p.m. sharp.

EQUIPMENT BOARD.

Monday, May 15th.—No. 2 Section.
Tuesday, May 16th.—No. 3 Section.
Wednesday, May 17th.—No. 4 Section.
Thursday, May 18th.—No. 5 Section.
Friday, May 19th.—No. 1 Section.

F. C. JENKIN,
D.S.P. (R.)

Prize money now is a trifle compared with what fell to lucky crews in the palmy days of the 18th century. After the capture of the single Spanish ship *Hermione* in 1762 by the *Active* and the *Favourite* the rear-admiral and the commodore, who had not even been present, received between them £64,963 3s. 9d. Of the *Active's* crew, Captain Sawyer got £65,053 13s. 9d., three commissioned officers each £13,004 14s. 1d., eight warrant officers each £4,336 3s. 2d., 20 petty officers each £1,300–10s. 10d. and 150 seamen and marines each £185 5s. 4d.—total, £251,020 12s. The *Favourite's* share was £203,181 4s. 3d. Twenty wagons triumphantly brought the treasure from Portsmouth to London.

WEST RIVER COLLISION ACTION.

VALUE OF EVIDENCE.

Mr. Alabaster addressed the Admiralty Court yesterday in the action in which the Standard Oil Company are being sued for $100,000—damages by the Shui On Steamship Company as the result of a collision between the Standard Oil lighter *Ruth* and the steamship Company's vessel, the *Shui On*. Mr. Alabaster, who appears for the plaintiff Company, contended that there was only one question in the case of any importance, and he should have said the same even if the law had not been raised, and that was the question whether the *Ruth* was lighted at the time of the collision. The lighter crew all said she was. Well, all he could say was that if the *Ruth* was lighted then his lordship would have to find that those on board the *Shui On* had been guilty of the grossest negligence, and that being so his lordship would also have to find that those on board the *Shui On* and other independent witnesses called from other ships had come into that Court and committed wilful and gross perjury; and perjury by at least three European officers. He said that the *Ruth* was not lighted and he would prove it apart altogether from the affirmative particulars which he would lay before his lordship in reviewing the evidence. There was also the fact that if, in the main feature of their case the other side sought to set up a case which was a false one, his lordship must reject the story in its entirety. All the defendant's witnesses on lights were Chinese and employés of the Standard Oil Company, and they all knew that they would probably be dismissed if they did not put forward a story, and they all put forward the story as to the two men on board, the Sinbads, and they were all pinned to that part of the story. If that part of the story was rejected his lordship would also have to reject the whole, because that was the essential part of the defendant's story. The lights on the *Ruth* were certainly not lighted at 9.50 p.m., they were still out at 1.30 a.m., and they were also out at the time of the collision. He had affirmative evidence on three separate times that night, and three separate ships, and they were all positive on the point. They (the plaintiffs) had called the only independent witnesses on lights, and the only European witnesses on lights. If on that evidence it was held that the *Ruth* was lighted at the time of the collision, then God help anybody who tried to prove that a ship was not lighted when a Chinaman on board said she was. His lordship would have to decide if the European witnesses called by them had been bought and had committed deliberate perjury, or whether they were telling the truth. And their evidence, it should be remembered, was positive, not negative, and they were independent witnesses. Another thing, the defendants had not explained why the *Shui On* collided with them if they had the lights burning.

The Chief Justice—Their contention is that your men were asleep, or something.

Mr. Alabaster asked his lordship to examine the probabilities of such a happening. Would the people on the bridge, when coming down one of the most dangerous channels in the West River, go to sleep? The idea was absurd.

The Chief Justice—It seems that there can be no doubt but what you did not see any lights.

Mr. Alabaster—And I do not see how else we can prove that there were no lights on the *Shui On*; except that we ran into the *Ruth*.

The hearing was adjourned.

THE YANGTSZE INSURANCE CASE.

SUMMONSES DISMISSED.

In H.B.M.'s Police Court, Shanghai, Mr. S. H. McKean, on behalf of the Crown, in the case against the Yangtsze Insurance Association, Ltd., asked leave to withdraw seventeen summonses issued against the defendants by the Court at the instigation of the Crown. He made his application in view of the judgment recently delivered in regard to one summons by the Full Court and on instructions by the British authorities and the Crown Advocate.

Mr. R. N. Macleod, for the defendants, said he naturally did not object to the application, but he believed that the only order which could be made was a dismissal of the complaint. The rules did not provide for withdrawal, and as the Crown was not ready to go on with the charges, there was only one thing to be done—to discharge them all. This was followed in the case of the Crown *v.* Messrs. D. Sassoon & Co., Ltd.

His worship—I think Mr. Macleod is right in saying that the summonses should be dismissed. The Crown offer no evidence on any of them and they will therefore be dismissed.

SEAMEN'S INSTITUTE.

The Hon. Treasurer and the Chaplain of St. Peter's Seamen's Church and Mission Fund acknowledge the receipt of the following subscriptions and donations:—

Messrs. Jardine, Matheson & Co.	$ 300.00
Messrs. Butterfield & Swire	300.00
Hongkong and Shanghai Bank	200.00
Union Insurance Co.	200.00
Hon. Sir Paul Chater, C.M.G.	100.00
Messrs. Dodwell & Co.	100.00
Asiatic Petroleum Co., Ltd.	75.00
Bishop of Victoria, Messrs. Gilman & Co., Alexander Ross & Co., Shewan, Tomes & Co., W. R. Loxley & Co., and Nestle and Anglo-Swiss Milk Co.—$50 each	
Rear-Admiral and Mrs. Anstruther, Messrs. Douglas Lapraik & Co., and W. G. Humphreys —$40 each	
Standard Oil Co., J. C. J. Lijn, Messrs. Gibb, Livingston & Co., David Sassoon & Co., Lane, Crawford & Co., A. S. Watson & Co., T. Hunter, B. A. T. Co., Palmer & Turner, Deacon, Looker, Beacon & Harston, Leigh & Orange, Bradley & Co., Ltd., A. G. Gordon & Co., Drs. Jordan, Forsyth, Grone & Aubrey, Bank Line, Ltd., Thomsen & Co., Hughes & Hough, Reiss & Co., Dennys & Bowley, and The C. and J. T. and E. Co., Ltd.—$25 each	
Hon. Mr. H. E. Pollock, K.C., Messrs. J. D. Humphreys, Linstead & Davies, H. Wicking & Co., Vacuum Oil Co., Penetreath, Rev. W. T. Featherstone, and Mrs. Chon Leep Chee—$20 each	
Hon. Mr. W. Chatham, C.M.G., Hon. Mr. Lau Chu Pak, and Mr. Needham—$15 each	
Hongkong Cigar Co., Messrs. D. A. Lokmanoff, Botelho Bros., Colbourne Little, Dr. Noble, Wilkinson, Heywood & Clarke, Robinson Piano Co., G. K. Hall Brutton, A. R. Marty, Clark & Co., de Sousa & Co., S.P.A., A. V. Apcar, G. Resker, W. Bell, Percy Smith, Seth & Fleming, Lieut.-Comdr. F. C. Hanning-Lee, Dragon Cycle Co., and E. V. D. Parr —$10 each	
Miss Fletcher, Victoria Dispensary, Messrs. G. Hastings, Sennet Freres, Singer Sewing Machine Co., Victoria Printing Press, J. M. Alves, A. B. Moulder & Co., S. C. Ismail & Co., S. H. Roberts, S. Forster, and A Tack & Co.—$5 each	
	$2,650.00

COMFORTS FOR THE TROOPS.

The following comforts, etc., for our troops from "Our Little Bit Workers Society," Kowloon, were forwarded last week by courtesy of Messrs. Shewan, Tomes & Co.:—

To Colonel—Gordon Hall, R.A.M.C., A.D.M.S., Cairo District, Abbasia, Cairo:—

60 pairs socks, 2 pairs bed socks, 10 suits pyjamas, 4 dozen khaki handkerchiefs, 34 khaki collars, and 262 bandages.

To Miss Vivian, Maurice Hostel, 52, Herbert St., Hoxton N.:—Two parcels of clothing.

To Mrs. Lefroy, Vice-President, S.S.F.A., Hoxton Branch, Maurice Hostel, Hoxton, N.:—One parcel clothing.

CHINESE MARRIAGES.

JUDGMENT IN AN IMPORTANT LOCAL CASE.

Judgment was delivered in the Supreme Court, Singapore, a few days ago, in a case heard at the last Court of Appeal in November and December of last year. The case was that of Ngai Low Shia alias Low Hong Sian *v.* Low Chee Neo and the points involved were of the greatest importance to the Chinese community. The plaintiff claimed to have been a child of the late Low Kim Pong by a secondary wife. The Chief Justice found in the Court of first instance that the plaintiff had failed to prove her case and from that judgment appeal was had to a Court consisting of Justices Ebden, Earnshaw and Edmonds who reserved judgment after a hearing which ran into seven days. The counsel concerned were for the appellant, Mr. Roland Braddell and Mr. V. D. Knowles, for the respondent Hon. Sir Evelyn Ellis.

Mr. Braddell contended that the marriage of the plaintiff's mother with the late Low Kim Pong was a valid one by presumption of law from repute and cohabitation. He contended that the Chinese were ploygamous and that the famous Six Widow's case concluded that point, but it was unnecessary to prove that fact as the Court must take notice of it. Sir Evelyn Ellis on the other hand contended that in every case it had to be proved that the Chinese were polygamous and that marriages with secondary wives were valid, as these were matter of foreign law. He further contended that the appellant had failed to prove her case.

Justices Earnshaw and Edmond held that the appellant succeeded and that a marriage should be presumed under the circumstances of the case. Mr. Justice Ebden dissented on the ground that the evidence showed Low Kim Pong's marriage to have been bigamous. All three judges in very voluminous judgments held that the Six Widows' case concluded the matter and that it was not necessary to prove in each case that the Chinese were polygamous, but the Court could accept the fact without proof. Mr. Justice Earnshaw remarked on the need for legislation after enquiry by a properly constituted Commission of Enquiry as he considered the position with regard to Chinese marriages at present somewhat unsatisfactory.

OUR SERGEANT MAJOR.

A gallant man's our Sergeant Major,
Not many more like him, I'll wager;
And when you hear him drill recruits,
You wonder they survive, poor brutes.
When he says "Left!" they turn to right;
He barks as though he's going to bite.
When he says "Right!" they turn to left,
Of sense they seem to be bereft;
To pulp they are reduced, maybe,
By Sergeant Major's tyranny.

When he says "Slope!" they simply quake,
Fearing what fierce remark he'll make
When, after having paused a while,
He shouts out "Hup!" in vicious style.
"What are ye doin', No. 3?
"Ye're feeling ill, it seems to me;
"How many times have I told you
"To keep your eyes off No. 2?
"He don't want any help from you,
"An' you can't show him what to do."

"What are ye laughing at, funny face?
Your own drill's just a blank disgrace."
So, one by one, they get it hot,
Till he has blackguarded the lot.
They're sick to death of forming fours
Whate'er they do he simply roars;
Their numbers they forget, poor chaps,
Encounter nothing but mishaps;
But from this tyrant once they're clear
They're quite content with mugs of beer.

V. C

INTERESTING PILOTAGE CASE.

JUDGMENT DELIVERED AT SHANGHAI.

In H.B.M.'s Police Court, Shanghai, on the 29th ult., Mr. Justice Skinner Turner, Assistant Judge, delivered judgment in the case in which the Indo-China Steam Navigation Co., Ltd., were charged at the instance of the Woosung-Hankow Pilot Association with having, on December 1st, 1915, committed a breach of the Lower Yangtsze Pilots' Regulations in the matter of the employment of Shao Yuen-chin to pilot the str. *Esang* from Woosung to Hankow and back.

His worship said:—I have already held that these Pilotage Regulations are binding on British employers of pilots as well as on British pilots. Mr. Wright for the defendants now argues that they are limited to cases where a British employer is dealing with a British pilot. He urges that that must be so as to adopt any other construction would have the result that H.B.M.'s Minister would be really attempting to legislate for Chinese and other communities, which he has no power to do, and that, therefore, the Regulations would be *ultra vires*. Now this construction must apply to both sides: if correct, it means that a British employer of a foreign pilot is not bound by the Regulations and also that a British pilot is not bound by them when dealing with a foreign employer. The other construction urged by the complainants, on the other hand, means that British employers of pilots and British pilots have neither of them free hands in the market, for each of them is bound by a fixed tariff for all the world. And in effect it would come to this, that British employers would have to employ British pilots, and British pilots would only be able to work for British employers.

There is no preamble in these Regulations stating definitely the object with which they were enacted: one can only gather that from the Regulations themselves, and I see no reason to alter the view I expressed before, that they were passed in the interest of both British employers and British pilots. In a place like Shanghai with its great shipping interests, one might well expect that the question of pilotage fees would be the subject of international agreement: there must be pilots of many nationalities here and in this case we know of a British pilot and a Chinese pilot. And this expectation is fulfilled when one looks at the regulations in force for various ports. I need only refer to one: the Regulations for the Port of Ningpo, published at Ningpo on July 29th, 1913 (No. 21 of 1913).

These contain pilotage charges; and I note that they are made and published under Art. 155 of the O/C/1904, and are therefore put forward as being for the "peace, order and good government" of British subjects. And I also note that they are exactly what one might expect: they are made by the Minister after approval by the Chinese Government and by the Representatives of the Treaty Powers and are then stated to be binding upon all British subjects. This formula is not found in the Lower Yangtsze Pilotage Regulations and there is no evidence in front of me to show that other Governments have adopted this scale of fees or any other scale of fees. But there is nothing to prevent them doing so; and then, if Mr. Ellis's contention is right, it might be that a British employer would be committing an offence if he paid a foreign pilot the only rate which that pilot could take, and a foreign pilot would be committing an offence if he accepted the only rate which a British employer could pay. Such a possibility is so startling a result of the construction urged by the complainants that a Court would rightly strive against it unless driven thereto by clear and unmistakable language. And that is the more so when it is remembered that the legislation under construction is penal in its nature. In this case, however, there is another construction which does no violence to the language of the Regulations, does not lead to the startling result above-mentioned, and does not lay these Regulations open to the suggestion that they are *ultra vires*. That is the construction urged by the defendants, and though the language of Clause 1 is very general I think on the whole that that is the right one to adopt. In my opinion it would be extending the operation of these Regulations too far to hold that they apply to any contract of pilotage made by a British employer with a pilot. Under these circumstances the charge must be dismissed.

THE POETS AND WAR.

It is an interesting pastime, amid our present anxieties, to spend a few minutes upon the Sortes Poetarum. The passion for historic parallels is strong in the human breast, and the oracles of the poets, though they offer us no insight into the veiled future, help, at all events, to uncover the veiled past. The war has brought us into closer touch with the great poetry of our own land. There are few poets who have not known the anxieties of a great war, and to-day we recognise more readily, and feel more deeply, the influence of these anxieties upon their thought. Even Tennyson, the poet of the Long Peace, was the inheritor of the traditions of the generation that had known the Long War, and he himself lived through the period of the campaign in the Crimea and the critical days of the Indian Mutiny; and the names of Wellington, of Balaclava, and of Lucknow belong to his most popular and familiar verse.

Almost any poet will serve for the purpose, if we have any luck in our chance opening of his book. No words could be more appropriate to our present conflict than those which Barbour puts into Bruce's mouth on the field of Bannockburn. Bruce tells his soldiers that they are fighting for wives and children, for country and for freedom, while the enemy are fighting for lust of power; he denounces their brutal methods of fighting, and he urges the Scots to "set stoutness against felony." Then Milton gives us lines perhaps more appropriate at an earlier stage of the war; and they thrill us in spite of the mouth into which they are put. "What though the field be lost?" is asked, "all is not lost:" there is still "courage never to submit or yield." A happier chance may bring us to the chorus of "Samson Agonistes," which sings of the invincible might granted "to quell the mighty of the earth, the oppressor," and so subdue brute force and violence.

It is scarcely possible to open Scott by chance on such a quest: his martial verse is too firmly seated in the memory, and instinct brings us to the famous lines about "one crowded hour of glorious life," lines which recall Sir Phillip Sydney's noble words about "Chevy Chase," "I never heard the old song of Percy and Douglas that I found not my heart moved more than with a trumpet."

The Great War has brought us no such disillusionment as the great French war brought to Burns and to Wordsworth, and the latter's "Prelude" has little of a definite relation to to-day. But the Sonnets, written in the most desperate crisis of the Napoleonic epoch, preach the doctrine of determination to which this country has now made as honourable a response as a hundred years ago. The sonnet in which Wordsworth lamented the submission of the Tyrolese might have been written last autumn for the Serbians, who "keep the unvanquished soul" and look for the triumph to come. The story of the King of the Belgians may be read into his eulogy of the King of Sweden, who was "throned in the hearts of men" since his Kingly name and State "have perished by his choice," the choice of "a great servant of a righteous cause."

Our own War, with all the memories of heroic endurance which it will bring to posterity, does not seem likely to yield any heritage of great poetry. The struggle with Spain has Shakespeare, the Civil War has Milton, the Napoleonic War has Scott and Wordsworth. But the conflict with Louis XIV. has no English poet, unless it be Addison, whose poem on Blenheim, with its famous simile of the Angel, is nowadays neither often read nor greatly appreciated. And the great poets of the eighteenth century left Clive and Plassey, Wolfe and Quebec severely alone. It is not every great war that has its great poet; but the great poet who has written of one war has written of all wars.—*Singapore Free Press.*

BRITISH *V.* GERMAN MACHINERY.

The following comparison of the merits of German and British machinery is contained in a Consular report on the trade of Finland, just issued:—German goods have very much improved in quality during the last few years, and in many branches are beginning to compare favourably with British goods, especially as regards machinery. British machinery seems to be almost too strongly made and is practically never worn out. The Germans appear to aim at making machines which will last a certain number of years and work out the exact structural strength required, one result of which is that their machinery can be sold at a good profit, at a cheaper price than the British article. A local firm recently bought two steam engines, one of British and the other of German make. Both work very well. The German engine is, however, much more economical, of a better and more modern design, excellent workmanship and a lower price. The British machine will probably last longer but will get more and more out of date and less economical compared with fresh designs every year that passes. When the German machine is ready to be scrapped, it is reckoned to be about the right time to buy a new machine of modern design.

Some time back a doctor on active service wrote home one sentence in a letter which it was not easy to forget; it was to the effect that the Pase Towns in France were full of ladies of distinction who were all wanting to do good, but everyone of them wanting to be the only one to do it. This was a scathing criticism, but at the same time it was one that did all who read it good. The desire to help others and do good is too often accompanied by a pride and exaltation which mars what could otherwise be effectual service, and the desire to be the only one to do a good work comes as a temptation to the most consecrated at times.—*Bombay Guardian.*

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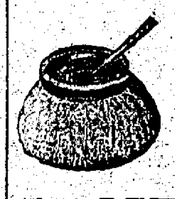
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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	11.00
Single Fare by Day Steamer	5.00
Return " "	9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 12TH MAY, 1916.

8 a.m. *FATSHAN.*	8 a.m. *HEUNGSHAN.*
10 p.m. *HEUNGSHAN.*	5 p.m. *KINSHAN.*

SATURDAY, 13TH MAY, 1916.

8 a.m. *KINSHAN.*	8 a.m. *FATSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *HEUNGSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651 | S.S. *TAISHAN*, Tons 2,000.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 14TH MAY, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *HAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,

Hotel Mansions (First Floor) opposite the Blake Pier. [192

SANATOGEN CO. (CHINA).

HEAD OFFICE: 1, THE BUND, SHANGHAI.

BEG to announce that their preparations SANATOGEN, FORMAMINT, etc., are made exclusively at the PENZANCE (Cornwall, ENGLAND) and LONDON WORKS of the SANATOGEN CO., LONDON.

Their Company is exclusively BRITISH and is included in the "WHITE LIST" issued by the CONSUL-GENERAL, SHANGHAI.

They have appointed Messrs. MOW FUNG & Co. to act as their Sole Wholesale Agents for Hongkong and South China, who will maintain stocks and supply their Goods at Prices which can be obtained on application to their Office, No. 10, DES VOEUX ROAD CENTRAL.

(88

NEW ADVERTISEMENTS

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (Ice House Street).
Apply to—
WILKINSON & GRIST. [691

TO LET.

SHAMEEN, CANTON.

COMMODIOUS OFFICES and Residential Quarters in Modern Building. Immediate occupation.
Apply—
BRITISH-AMERICAN TOBACCO Co., LTD.,
Hongkong or Canton. [689

IN THE MATTER OF A DEED OF ASSIGNMENT FOR THE BENEFIT OF CREDITORS,
executed on the 14th day of October, 1913 by
AUGUSTUS BOURNONVILLE MOULDER,
late of VICTORIA, in the Colony of HONGKONG, trading as A. B. MOULDER & Co., Merchants.

THE CREDITORS of the above-named AUGUSTUS BOURNONVILLE MOULDER are hereby notified that a FIRST and FINAL DIVIDEND of $80.00 per cent. has been declared in the above matter, and that such Dividend may be received at the Offices of Messrs. LOWE, BINGHAM & MATTHEWS, on MONDAY, the 15th day of May, 1916, or on any subsequent date between 10 A.M. and 12 o'clock Noon. Creditors applying for payment must produce any bills of exchange, promissory notes or other securities held by them and must sign a receipt in the prescribed form.
E. A. M. WILLIAMS,
Trustee.
Dated this 12th day of May, 1916. [690

GREAT SUCCESS!

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Booking at MOUTRIE'S.

PRICES AS USUAL.

Hongkong, 12th May, 1916. [654

ST. JOHN'S CATHEDRAL.

ORGAN RECITAL

MONDAY, MAY 15TH,

AT 5.30 P.M.

Vocalist:
Mrs. W. B. WALKER.

Hongkong, 11th May, 1916. [687

CHINA-TRADERS' INSURANCE COMPANY, LTD.

NOTICE.

FROM this date and during the Absence of the Undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Company and Sign per Procuration.
By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 6th May, 1916. [674

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during the Absence of the Undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Society and Sign per Procuration.
By Order of the Board.
C. MONTAGUE EDE,
General Manager.
Hongkong, 6th May, 1916. [667

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.
THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.
Hongkong, 4th May, 1916. [638

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company, No. 3, Queen's Buildings, Chater Road, Victoria, Hongkong, TO-DAY (FRIDAY), 12th day of May, 1916, at 12.30 P.M., when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 27th day of April, 1916, will be submitted for confirmation as a Special Resolution, viz.:—

That the Articles of Association of the Company be altered in manner following:—

(1.)—That the words "The Secretary" at the head of Articles 106 to 108 (inclusive) of the Company's Articles of Association be altered so as to read "The General Manager" and that in those Articles (Nos. 106 to 108 inclusive) and the marginal notes thereto wherever the word "Secretary" appears such word be eliminated and that in lieu thereof the words "General Manager" be inserted.

(2.)—That in the following Articles of the Company's Articles of Association, viz.:—Articles Nos. 2, 10, 36, 50, 93, 103, 104, 122, 128, 139, and the marginal notes thereto the word 'Secretary" wherever it occurs be eliminated and that in lieu thereof the words "General Manager" be inserted.

(3.)—That in Article No. 17 of the Company's Articles of Association the words "in Hongkong" shall be transposed so as to follow, instead of precede, the words "an address."

(4.)—That in Article No. 41 in lieu of the words "fourteen days" the words "ten days" shall be inserted.

(5.)—That in Sec. (b) of Article No. 49 of the Company's Articles of Association the words "for fourteen days after such deposit" shall be struck out.

(6.)—That in Article No. 74 of the Company's Articles of Association after the words "Any Shareholder" the words "whose address on the Shareholders Register shall not be in" shall be struck out and in lieu thereof the words "who may be absent from" shall be inserted.

(7.)—That in Article No. 76 of the Company's Articles of Association the words "nor more than seven" be deleted.

(8.)—That after Article No. 108 the following new Article be inserted as Article No. 108A:—

"The General Manager shall be appointed and may be removed by the Board and he shall in all matters be subject to its orders and directions, and shall be paid such salary as the Board may from time to time determine. The Board may at any time appoint any person or persons for any or an indefinite period to perform all or any of the duties and to exercise all or any of the powers of the General Manager, either in his absence or otherwise, and may from time to time cancel such appointment or appointments and make another or other such appointment or appointments in lieu thereof as the Board may see fit."

(9.)—That Article No. 130 of the Company's Articles of Association be cancelled and that the following Article be substituted for the same, viz.:—

"All Notices or other documents to be given or served by the Company to or upon the Shareholders may be given or served by the Board either by advertisement or by notice sent by post, or otherwise, to the registered address of every Shareholder, or, if the Board thinks fit, both by advertisement and by notice as aforesaid."

Dated the 11th day of May, 1916.
By Order of the Board,
C. PEMBERTON,
Secretary.
[585

WILLIAM POWELL, LTD.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices on WEDNESDAY, the 17th May, 1916, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February, 1916.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th May to the 17th May, both days inclusive.
By Order,
H. O. HOLT,
Secretary.
Hongkong, 4th May, 1916. [661

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.
By Order of the Board of Directors
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [649

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL. First Floor.
THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, &c., No. 14, SHAMEEN, CANTON, from 1st June next in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., LTD.,
[416

HOUSES TO LET

TO LET.

FURNISHED HOUSE, Seven Living Rooms, etc., with Garden.
Apply— SECRETARY,
CHURCH MISSIONARY SOCIETY,
90, Bonham Road. [673

TO LET—FURNISHED.

FOREBANK WEST, MAGAZINE GAP, PEAK, for four months from Middle of May.
Apply—
F. M. CRAWFORD,
Care of LANE, CRAWFORD & Co. [678

TO LET.

TWO LARGE FURNISHED ROOMS arranged as Flat with Bathroom, Verandahs and every convenience. Can be let separately if desired and board could be arranged.
Apply— "HARBOUR VIEW,"
Care of "Daily Press" Office. [679

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD. 665

TO LET.

RICHMOND HOUSE and Annex at No. 11, Robinson Road, Completely renovated and repainted. Garden and Tennis Court.
For rent and other terms apply to—
H. M. H. NEMAZEE,
No. 1, Des Vœux Road. [664

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., LTD. [622

TO LET.

A HOUSE in Observatory Villas with Tennis Court.
Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road. [619

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS. Reasonable rent.
Apply to—
THE UNION TRADING Co.,
5, Queen's Buildings. [574

TO LET.

OFFICES in Princes' Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co. [572

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARSTON. [90

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Parish, Wanchai, for six months. Electric Light and Telephone installed.
Apply—
D. V. STEAVENSON,
Care of DEACON, LOOKER, DEACON & HARSTON [492

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD. [27

TO LET.
From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co. [518

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.
Alexandra Buildings [277

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Conduit Road.
No. 1, HILLSIDE, "THE PEAK."
GODOWNS, at Wanchai
Nos. 1, and 2, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD. 32

INTIMATION

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SIR ROBERT BURNETT & CO.'S

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AND

DRY.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG AND CHINA.

TRADE MARK

ESTABLISHED A.D. 1841.

TELEPHONE 616.

13

HONGKONG OFFICE: 10a, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 12TH MAY, 1916.

CHINA COAST SHIPPING STRIKE.

IN this time of stress, when the scarcity of tonnage has already caused freight rates to soar to an unheard of altitude, the threatened paralysis of the China Coast shipping trade owing to a dispute between the ships' officers and owners could only be viewed with the gravest concern. It was, therefore, with a corresponding sense of relief that the news was received yesterday that, thanks to the good offices of the British Consulate at Shanghai, a *modus vivendi* had been arranged. The trouble, as our readers are aware, arose over the refusal of the China Navigation Company and the Indo-China Steam Navigation Company to recognise the China Coast Officers' Guild as the official body to represent the officers in any questions between them and the Companies by which they are employed. The contention of the Companies was that they were, and always had been, ready to receive any responsible deputation of their own *employés*, but would not brook interference by outside persons. In answer to accusations by the Guild of discourteous treatment in refusing to acknowledge its letters, the Companies maintained that they made their position on this point perfectly clear in 1912. The Guild retorted that without the aid of some central organization, a deputation could only express the views of the men composing it, and the conclusions arrived at stood the less chance of being generally satisfactory. It was also hinted that members of deputations prejudiced their own interests by thus coming forward, a suggestion which the Companies very naturally repudiated. It was not, of course, pretended by the officers that they were fighting for a purely abstract principle; at the back of their demand for the recognition of their organisation was a desire to obtain the redress of certain grievances relating to salary, terms of Home leave, and the reinstatement without loss of seniority after the war of those who have volunteered for active service. They were willing, however, to leave these matters over for subsequent negotiation if their chief claim were conceded. As the Companies maintained an unyielding attitude on this point, a strike was declared on May 1st. Three days later the ships' officers were joined by the China Coast Marine Engineers' Guild, which has a membership of over five hundred, amongst whom are 99 per cent. of the China Navigation Co.'s engineers and 90 per cent. of the Indo-China Co.'s engineers. It has to be admitted, in fairness to the strikers, that their conduct was free from any trace of spitefulness or vindictiveness. The officers remained on board their vessels voluntarily to guard the company's property as there was no one to relieve them, but they refused to move ship or change berths. No ships were left in an unsafe position—for example a telegram from Ichang announced that it would be dangerous to leave the ship there and that the ship would accordingly be returned to Hankow. As soon as the trouble threatened, the British Consulate strove to avert it, but its first efforts as an intermediary proved abortive. Eventually the Consulate suggested to the Companies that they should recognise the Guild provided that proper guarantees were given that it should not become an instrument in the hands of agitators, and that in future all disputes between the Guild and the companies should be submitted to arbitration. At a meeting on the 10th inst., representing both parties and presided over by Sir EVERARD FRASER, a settlement was arranged after deliberations which extended over five and a half hours. Full details of the settlement have not yet come to hand, but it is understood that the Guild is now recognised and that three of its nine demands have been granted. The remainder, it is expected, will be satisfactorily adjusted.

President Yuan Shih-kai has conferred upon Mr. G. D. Musso the decoration of the fourth class of the Chaoho.

At the annual general meeting of the Semambu Rubber Estates, Ltd., Shanghai, a resolution was passed authorizing the directors, at their discretion, to pay a sum not exceeding Tls. 1,500, out of the current year's profits, for the benefit of some War Fund.

Messrs. Mow Fung & Co. announce that they have been appointed sole wholesale agents for Hongkong and South China for the Sanatogen Co. (China). The Sanatogen Company is exclusively British and is included in the "white list" issued by the Consul-General, Shanghai.

Before Mr. F. A. Hazeland yesterday a Chinese was charged with stealing $250 worth of stock from the shop of Messrs. Clarke & Company, opticians. Mr. J. H. Gardiner prosecuted, and defendant was represented by Mr. Heywood. A remand for a week was ordered, bail being fixed at $1,500.

An Indian gaol warder was charged before Mr. Hazeland at the Magistracy yesterday with introducing tobacco into the prison. Mr. J. W. Franks, assistant superintendent of the Gaol, said that trafficking in the gaol was a serious offence, injuring the discipline very considerably. There had been numerous reports of prisoners having tobacco. Sentence of six weeks' hard labour was passed.

As will be seen from our advertising columns, Mr. Denman Fuller will give an organ recital at St. John's Cathedral on Monday next, at 5.30 p.m. Mrs. W. B. Walker will be the vocalist, and she will sing solos by Parker and Pflveger. The organ pieces will include numbers by Bach, Batiste, Borowski, Tschaikowsky and Widor. The collection will be in aid of the general expenses of the Cathedral.

During the hearing of the Admiralty action yesterday Mr. Alabaster, referring to the demeanour of one of the witnesses, said that he refused to look anywhere else but at the ceiling. He even refused to look at the Chief Justice or the Assessor. The Chief Justice—"He may have been searching for divine inspiration." (Laughter.) At another stage Mr. Alabaster described how one of the witnesses said he was shivering with fright. The Chief Justice—"He may have been afraid he was going to a warmer climate." (Laughter.)

The pupils of the Anglo-French School gave a second performance of the operetta "The Wishing Cap" before a very numerous audience yesterday. The work of the children bore evidence of careful training, and the singing was throughout very pleasing. There will be no performance to-day, but the piece will again be staged on Saturday afternoon.

The following are the telegraphed quotations received yesterday by Mr. W. Carroll, share broker, from Singapore:—Ayer Moleks, $2.30; Ayer Panas, $8.80; Malakoffs, $4.50; Pajams, $16.75 ex div.; Kedahs, $3; Glenealys, $1.60. Jerain Kuantans have declared an interim dividend of 5 per cent., Kedahs a fourth interim dividend of 5 per cent., and in Pajams a second interim dividend of 20 per cent. is payable on the 13th instant.

There was a representative gathering of the sister Services at the Seamen's Institute last evening when a concert was given by the *Laurentic* concert party. The programme, which was nicely varied, was contributed to by Messrs. Thompson, J. Mitchell, H. Wrench, White, Hughes, H. Bratton, Robson, T. Smith, J. Lester, H. Cox, Ward and the brothers White. All the contributors were hearily encored, and there was no lack of assistance with the choruses. A collection was taken up during the evening, and this is to be given towards the billiard room and fan fund.

The last Siberian mail was some two days late owing to the fact that the steamer which brought it down was towing a barge. The next mail is due by the *Chiyuen* to-day, but as this steamer is also towing a barge, it will most probably arrive on Saturday. The barges which are being brought down in this way have been built at Shanghai for the Macao Government. Of the six ordered, three have already arrived. Another, which was being towed by a China Merchant's steamer, broke away from the tow cable and reached Natung, in the Pescadores. She was picked up again by the *Shanghai*, but in the rough weather again broke away, and is regarded as lost.

TYPHOON WARNING.

The following telegram was received by the American Consulate-General, Hongkong, from the Manila Observatory:—

12 noon, May 11th.

Cyclone or typhoon Pacific Ocean, about halfway between the Mariana Islands and Luzon, almost stationary.

HONGKONG LIQUIDATIONS.

OCCUPYING MUCH ATTENTION AT HOME.

The methods of liquidating the German firms at Hongkong, says the London correspondent of the *N.-C. Daily News*, are now occupying much commercial attention in this country. As is possibly known, letters were written recently to the Government on behalf of the Hongkong Chamber of Commerce complaining of the slowness with which German firms were liquidated, to the disadvantage of British trade and also to the unsettlement of the future outlook, and moreover laying stress on the need for some clear definition of commercial policy in the island after the war. These communications have been sent home to the London Chamber of Commerce, which is considering the matter, and further information is awaited before the question is officially taken up.

NO BARBERS ON LINERS.

At the Tribunal for the City of London, the Union Castle Line asked for three months' postponement for a barber. It was stated that the company had found it impossible to find another man. Major L. de Rothschild (Military Representative): Passengers are quite able to look after their hair and to shave themselves—or they could grow a beard. I cannot admit that a young, unmarried man should be allowed to leave the country for three months. The chairman (to the company's representative): We have done our best to help you out of your difficulties, but when it comes to applying for a hairdresser Major Rothschild, with his luxuriant locks (laughter), tells me that he would be willing to go without a hair-cut and a shave for the voyage, and, as for myself, I could go without much better. Sir Thomas Vexey Strong's reference to his own baldness created much amusement, which was increased by the retort of the company's representative: "Well, we must tell the passengers to keep their hair on." The application was refused.

THE "CHIYO MARU."

Salvage operations are being vigorously pushed on in the hope of refloating the T.K.K. *Chiyo Maru*, stranded near Hongkong. According to the expert in charge, as quoted by the *Jiji*, there is every hope of the successful salvage of the steamer, and there are no grounds for the rumour that she will have to be abandoned.

THE WAR.

BIG GERMAN PREPARATIONS.

HEAVY FIGHTING.

PORT SAID BOMBED.

AMERICA AND THE "CYMRIC."

KAISER APPEALS FOR PEACE.

IRELAND AND MILITARY SERVICE.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS STILL HAMMERING AT VERDUN.

GERMAN ATTACK FAILS AND FRENCH GAIN GROUND.

PARIS, May 9th.
4.25 p.m.

The German offensive continues at Verdun. To-day's *communiqué* says:—The enemy violently bombarded throughout the night Hill 304, and then attacked at 3 o'clock in the morning. The effort was completely repulsed.

French counter-attacks progressed north-westward of Thiaumont Farm.

There was an intense bombardment of our lines from Douaumont to Vaux, and also at Eix Chatillon.

The French gained brilliant minor successes in Argonne, capturing two German posts and several craters.

GERMAN ATTACKS SHATTERED.

FRENCH FIRE CAUSES HEAVY LOSSES TO ENEMY.

PARIS, May 10th.
1.45 a.m.

The evening *communiqué* says:—Our artillery in Champagne bombarded the German trenches and batteries north of Ville-sur-Tourbe and the communication roads at Sommepy.

The bombardment was less intense on the left of the Meuse.

An attempt by the enemy to attack a trench west of Hill 304 was stopped dead by our curtain of fire.

There was an intermittent cannonade on the right bank of the Meuse and in Woevre.

Later reports show that the Germans on Monday night in the region of Hill 304 delivered three most violent attacks in great strength. One, mentioned in the afternoon *communiqué*, was against Hill 287, the second north-east of Hill 304, and the third west of Hill 304. All were shattered by our fire, with heavy loss to the enemy.

MASSES OF NEW ARTILLERY.

BIG GERMAN PREPARATIONS.

PARIS, May 11th.
9.15 p.m.

The Germans have brought up masses of new and heavy quick-firing artillery for the battle west of the Meuse. They launched attacks by two Corps, Rheinish and Pomeranian, but gained nothing but great losses.

COMPARATIVE QUIET ON BRITISH FRONT.

LONDON, May 10th.

It is officially announced that last night there was mining activity between Neuville Scintvalt and Souchez, and also to the north-east of Armentieres and east of Ypres, without producing any change in the situation. There was very little, and unimportant, artillery activity.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

PORT SAID BOMBED.

CIVILIANS WOUNDED.

LONDON, May 11th.

Two hostile aeroplanes attacked Port Said but were quickly driven off by anti-aircraft guns. Nine bombs were dropped, wounding three civilians. No damage was done.

[THROUGH REUTER'S AGENCY.]

SICK AND WOUNDED IN MESOPOTAMIA.

LONDON, May 11th.

The War Office states that General Lake reports that a further 453 sick and wounded from Kut have arrived at headquarters, making the total 1,073. The hospital ship has returned to Kut for the last party.

In an aerial combat a British aeroplane was forced down owing to a perforated tank, but succeeded in reaching the British lines.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

AMERICA AND THE "CYMRIC"

INVESTIGATIONS BEING MADE.

LONDON, May 11th.

America is investigating the sinking of the *Cymric*, and has asked whether the vessel was an auxiliary cruiser or merchantman. It is understood that the American Consul at Queenstown has reported to the State Department that the *Cymric* was torpedoed without warning.

Three other submarine attacks are also attracting the attention of Washington.

LONDON, May 9th.

The White Star liner *Cymric* sank in the morning. All were saved.

A Dutch steamer saved 107 of those on board the vessel. The explosion of the torpedo killed five.

The *Cymric*, which was not armed, was 138 miles from land when she was torpedoed in the engine-room.

SINKING OF THE "SUSSEX"

GERMANY OFFERS REPARATION.

LONDON, May 11th.

Germany to-day semi-officially admits the torpedoing of the *Sussex*, and offers reparation to the United States.

BRITISH NAVAL POSITION.

MR. BALFOUR ON REASONS OF GERMAN DASH.

LONDON, May 10th.

A most reassuring statement of the British Naval position is contained in a letter from Mr. Balfour to the Mayors of Lowestoft and Yarmouth. After pointing out that the damage done by the German Naval coast-raids does not exceed greatly the cost of the destructive material used, the letter shows that the enemy runs a tremendous and ever-growing risk in his dashes toward England. No damage to an unfortified town could compensate them for the loss of a Dreadnought. It might be asked, why they made the recent raids. The answer is: Having duped the Irish rebels to their destruction by a promise of a serious attack on Britain they had to make a show at fulfilling their engagement.

Mr. Balfour proceeds to explain that the earlier stages of war strategy required the Battle Fleet's presence in more Northern waters, but the maritime position had now improved. Submarines and monitors were available in growing numbers, but, what was still more important, owing to the increase of the Grand Fleet it had been possible to bring important forces to the south without imperilling naval preponderance elsewhere.

Mr. Balfour said he was convinced that another raid would be far more perilous for the aggressor than the past, and there was little likelihood of such a raid, if the Germans were wise.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

CRUSHING TURKISH LOSSES.

STUBBORN ATTACKS.

PETROGRAD, May 11th.

A *communiqué* states:—The Germans continue to batter the Ilskull bridgehead. The Turks have delivered stubborn attacks on the Russian positions at Erzindjian, all of which were stopped, the enemy suffering crushing losses. The Russians are steadily advancing in the direction of Diarbekar and Bagdad.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MILITARY SERVICE.

IRELAND NOT TO BE INCLUDED.

LONDON, May 11th.

In the House of Commons, on the Committee-stage of the Military Service Bill, Sir J. Lonsdale moved the inclusion of Ireland.

Mr. Asquith opposed the motion on the grounds of the urgency of the measure and the undesirability of causing a controversy in Ireland after a terrible ordeal, which, he believed, would lead to greater unity with loyal Irishmen and be for the ultimate good of Ireland and the Empire.

Mr. Redmond pointed out that there were over 150,000 Irishmen in the army. He opposed conscription because he considered it was the worst way of getting men in Ireland. He beseeched the House to drop the amendment and urged for large and generous views so that out of the turmoil and tragedy a means could be found for ending the difficulties of forming an united Ireland, where the people themselves would have both the responsibility of power and of Government.

Mr. Churchill urged the importance of securing fresh supplies of men from Ireland, but felt difficulty in pressing the question against Mr. Redmond's opinion.

Mr. McNeill moved that the Government should omit the age limit with a view to fixing it from time to time by an Order-in-Council.

Sir Edward Carson urged the Government to take power to raise the limit above 41.

Mr. Walter Long declared that the Government should adhere to the limits of 18 to 41 years, which the Army considered would give them all the men required.

The amendment to include Ireland in the Military Service Bill was negatived without a division.

DUBLIN CASUALTIES.

OVER 100 SOLDIERS KILLED.

LONDON, May 11th.

In the House of Commons Mr. Asquith announced that the casualties sustained by the Army at Dublin were 17 officers killed and 46 wounded. Of the other ranks 86 were killed and 311 wounded. Nine are missing. Among the Constabulary 15 men were killed and 26 wounded. The Navy had one killed and two wounded, and the Volunteers five killed and three wounded.

THE IRISH REBELS.

LONDON, May 11th.

In the House of Commons, Mr. Asquith said he had reason to believe that there would be no further necessity for extreme measures to be taken in regard to the Irish rebels, but he would not give an undertaking on the subject.

GREEK POLITICS.

M. VENIZELOS RE-ENTERS PARLIAMENT.

ATHENS, May 10th.

The re-entry of M. Venizelos into politics is a magnificent triumph. He was returned for Mitylene by 1,200 votes against 110 blanks.

The return of the Venezelist candidate at Drama is assured.

This is most significant in view of the fact that the local and important Turkish population was hitherto hostile to the Venezelists.

[THROUGH REUTER'S AGENCY.]

RUSSIAN LEGISLATORS IN ENGLAND.

HIS MAJESTY'S CORDIAL WELCOME.

LONDON, May 9th.

H.M. King George cordially welcomed the Russian Duma party at Buckingham Palace and expressed his heartfelt desire that Great Britain and Russia shall remain firmly united after victory. His Majesty paid a warm tribute to the marvellous achievements of the Russians, and rejoiced that the gallant British sailors had been able to co-operate with their Russian comrades. Also, Britain would be able effectively to assist Russia in other ways. The visitors would see how wholeheartedly the British Empire had been performing her part. We were ready to make every sacrifice in the cause of the Allies.

DAILY GROWING SENSE OF INTIMACY.

The Government gave a banquet to the members of the Duma now visiting the country at Lancaster House. There were ten tables, each presided over by a Cabinet Minister.

Mr. Asquith, who was the Chairman, toasted the guests' health. He paid a tribute to the exploits of the Russian Armies, and hoped to show the visitors what we had done in the Allied cause. The work of the Navy was nowhere better known than in Russia. He dwelt on the cordial relations between England and Russia in regard to the East, and said that M. Sazonoff and Sir Edward Grey had reached accords of incalculable value, blotting out all misunderstandings of the past. There is daily growing a sense of intimacy and unity between the British and Russian peoples. The clumsy and blundering attempts of Germany to separate the Allies were foredoomed to failure. Germany, like ourselves, knew that we must conquer if we continued united. In this knowledge we stand together, however long and severe the test of endurance, until our enemies are beaten to the ground.

FOOD FOR KUT HEROES.

CONVEYED BY AEROPLANES.

LONDON, May 11th.

In the House of Commons, Mr. Tennant stated that between April 11th and April 29th British aeroplanes dropped 18,800 lbs. of food, besides medical and other stores, at Kut. Throughout the operations only one aeroplane was lost.

GATHERING THE MARRIED MEN.

LONDON, May 11th.

In the House of Commons Mr. Cave said that the married eligibles abroad and who were usually resident in Great Britain must return forthwith and report for military duty.

PRINCE OF WALES' TOUR.

ROME, May 11th.

The Prince of Wales, accompanied by King Victor Emmanuel, made a prolonged tour of the Italian fronts. Everywhere he was heartily cheered. The visit has given great satisfaction to the Italians.

BELGIAN SUCCESS IN AFRICA.

HAVRE, May 11th.

A *communiqué* states that the Belgians have advanced to Lake Mohasi, in German East Africa, and the enemy withdrew.

SIXTY GERMAN AEROPLANES DESTROYED.

COPENHAGEN, May 11th.

A fire has destroyed a factory and sixty aeroplanes at Altona.

PRESIDENT WILSON'S REPLY.

NEW YORK, May 11th.

There is general satisfaction at President Wilson's reply.

MR. WINSTON CHURCHILL.

LONDON, May 11th.

It is understood that Mr. Winston Churchill will resume his Parliamentary duties.

[THROUGH REUTER'S AGENCY.]

KAISER APPEALS FOR PEACE.

PERSONAL LETTER TO PRESIDENT WILSON.

LONDON, May 10th.

The *Daily Telegraph* learns that the Kaiser has personally written a letter to President Wilson, appealing to him to urge the Entente not to prolong indefinitely the "useless efforts for revenge."

CONSPIRATORS IN AMERICA IMPRISONED.

NEW YORK, May 10th.

The Germans Fay, Scholz, and Deehe have been sentenced to eight, four, and two years in a penitentiary respectively for conspiracy to destroy munition-ships by bombs.

RUBBER TYRES FOR ENGLAND.

LONDON, May 9th.

In the House of Commons, Mr. Runciman announced that rubber tyres and animal ivory cannot be included in the list of prohibited imports.

MEXICO PROHIBITS EXPORT OF SILVER

LONDON, May 10th.

Mexico has prohibited the export of silver.

INSURING PEACE.

LLOYD'S REFLECT INTERNATIONAL OUTLOOK.

Many inquiries are now being received at Lloyd's for insurances to pay a total loss in the event of peace being declared before a certain date. The interested parties are invariably large firms who hold heavy war contracts, and who have to give orders for material some time ahead and at war rates.

The majority of underwriters, however, do not look with favour at this class of insurance, and consequently the market is considerably restricted, with the result that, with the amount of business offering, premiums are inclined to show an upward tendency.

It is generally admitted that the members of Lloyd's invariably take an intelligent and shrewd view of the international situation, and that the rates offered for this class of insurance usually reflect a considered view as to the outlook for the conclusion of peace within certain dates.

For example, one underwriter in the peace market confided to a press representative that for an insurance to pay a total loss in the event of peace being declared by the end of June, the rate he would charge would be twenty guineas per cent., while for a similar policy, but extending the time limit to the end of December next, the premium soared up to seventy guineas.

This indicates clearly the belief, at all events of those gentlemen undertaking this class of business, that there is every "danger" of their being called upon to pay a total loss through hostilities concluding by the end of the year.

On the other hand, for another policy with the time extended to January 1st, 1918, the premium is only twenty-five guineas per cent. Lloyd's evidently do not look forward to another twenty months of war.

There are, of course, several indications that the enemy is desirous of a settlement.

Dr. Dillon, in fact, declared in an article in the March *Fortnightly* that moderate peace proposals have emanated from Berlin. He averred that one condition insisted upon was a separate arrangement between Germany and each of the Allies.

THE POSITION TO-DAY.

The *Evening Standard* received information from an authoritative source giving the exact position at present.

"For some time past," stated its informant, "it has been clear to those in a position to know that Germany has been putting out feelers of all sorts in the direction of peace. Only recently a telegram was published quoting the official German paper, the *North German Gazette*, with reference to important two days' debate in the Reichstag.

"Information has reached this country through reliable channels, which cannot be specified, that certain German towns are now placarded with appeals to the public to continue economising in food in order that their troops may have enough to eat 'in this their last offensive.'

"Several tentative peace proposals have, of course, already been made, or rather not so much proposals as suggestions, which have not committed the people who made them, but have undoubtedly been put out at the instance of the German Government for the purpose of finding out how the land lies.

"The most recent of these suggestions was made to Belgium, and contained a proposal for a separate peace, leaving Belgium intact but securing to Germany certain rights over the port of Antwerp and the ownership of the Belgian railways. This offer was turned down.

"So was an earlier offer, or rather suggestion, conveyed to the French that Alsace and portions of Lorraine would be given up in return for a free hand in Belgium. So was the still earlier offer to the Russians, to give them compensation at the expense of Austria in return for a Polish kingdom under a German prince. England has not so far been honoured with any specific proposal addressed to her, though suggestions have been put forward in America and an attempt was recently made to involve Colonel House as a kind of unofficial go-between. England at the present moment is stronger than at any period of the war, and our strength is increasing, just as the German capacity to go on is decreasing. By early autumn it is not inconceivable that the Germans may have different terms to suggest."

FROM ROME TO LONDON.

A SKETCH OF MR. ASQUITH.

[BY THE RIGHT HON. G. W. E. RUSSELL.]

"At last he came: the great man in a great position, summoned from Rome to govern England." In this sentence Lord Beaconsfield was describing Sir Robert Peel, who made that journey in November, 1834. King William IV. had just dismissed his Whig Ministers, and had commanded Peel to form an Administration. But Peel was travelling in Italy, and arrived in hot haste, "after a most extraordinarily rapid journey of twelve days only, travelling by night over precipice and snow, eight nights out of the twelve."

Mr. Asquith's journey has been performed in a less exhausting fashion, and he returns not to begin, but to continue, the work of Premiership; yet there are circumstances in his career which inevitably suggest comparison with Peel, to whom, of all his predecessors, he bears the closest resemblance. Both sprang from the hardy north and both from the commercial class. Both had covered themselves with glory at school and at Oxford. Both were endowed by Nature with an inexhaustible faculty for hard work. Both had exceptionally strong constitutions. In both the distinguishing quality was hard common-sense, and both had very early contracted a habit of clear and accurate speech, as far as possible removed from eloquence, but admirably adapted to a business-like assemblage. Both were conspicuously free from sentiment and romance; both held strong but not fanatical opinions, and both were ready to modify those opinions and to change their course as the exigencies of public life seemed to require. In two words, both were consummate politicians. But there were considerable differences between the lots of the two men, and those differences made themselves felt in both in their characters and in their actions.

TWO PREMIERS.

Peel's father had accumulated great wealth, and could bequeath to his son not only opulence but an assured position; Mr. Asquith has pushed his way to the front with no other aids than the thews and sinews of a truly English brain. Peel, from his earliest days, had been trained by his father for the business of public life; when Mr. Asquith went up to Balliol he had, I believe, destined himself to the Nonconformist ministry. Peel was returned to Parliament for a pocket-borough when he was twenty-one; Mr. Asquith toiled strenuously at tuition, journalism, and law till he was thirty-three. Peel entered the Cabinet at 34; Mr. Asquith at 40. Peel became Prime Minister at 46; Mr. Asquith at 50; but Peel quitted office for ever when he was 58; and died at 62; Mr. Asquith at 63 is still Prime Minister and has, as we all hope, a long spell of vigorous life before him.

Just now, when for the second time a Prime Minister is "summoned from Rome to govern England," it is interesting to look back, and to see Mr. Asquith as his contemporaries saw him in the seventies. "I remember him," says one of these, "at the lectern in Balliol Chapel, reading the lessons with a strong, equable voice, strange at his age, and with a curiously critical air. It was remarked that he always seemed to be arguing with the sacred writer, and to be conscious of getting the best of it. He had a lean-and-hungry look, with no promise of that broad solidity which now confronts the House of Commons. There was no eagerness in his manner; he took everything with an air of confidence that often bordered on arrogance."

AT OXFORD.

His academic career, as tested by examinations, was sufficiently distinguished, but his most decisive superiority was attained at the Union. As an undergraduate he spoke very much as he speaks to-day, in sentences so exactly constructed that they might have been taken down verbatim and printed without correction. His period at Oxford coincided with a marked decline of Liberalism. The Ministry of All the Talents, which Gladstone had constructed in 1868, was now, as Disraeli said, "a range of exhausted volcanoes." All its great work was done. The Irish Church was disestablished; the Irish Land Act was law; National Education was made compulsory; Purchase in the Army was abolished. A series of blunders and follies, cumulative in effect, was now beginning to destroy the popularity of Gladstone's government, and everyone talked, not without reason, about a "Conservative Reaction." In the Autumn Term of 1873, Mr. Asquith moved a resolution at the Union to the effect "That this House neither believes in nor desires the Conservative Reaction." The same contemporary whom I quoted above says: "I can see and hear him, without the smallest trace of boyish rhetoric or epigram, hammering out his theme in clear-cut periods of dispassionate argument. It was an extraordinary performance for a youth of twenty-one." But before four months were over Gladstone and his colleagues had been swept out of power, and the "Conservative Reaction" was a dismal reality. In 1874 Asquith took his degree and vanished from Oxford. The remorseless deep of professional life closed o'er the head of Balliol's Lycidas, and people who remembered him at Oxford used to say: "What an extraordinary place the Bar is! There are Stryver and Buzfuz and Snubbin, making their five thousand a year—and even young Pendennis and Percy Pojoy doing quite comfortably—but one never hears Asquith's name."

"A YOUNG MAN CALLED ASQUITH."

So stood the case at the end of 1885. Then came the Home Rule Kite, the sudden conversions, the defeated Bill, and the dissolution of 1886. Mr. J. Boyd Kinnear, an excellent Liberal, who, since the previous November, had sat for East Fife, declined to change his views about Ireland, and voted against the Home Rule Bill. The wire-pullers determined, if possible, to turn him out, and, having heard of a young man called Asquith, who spoke well and was willing to vote for Home Rule, they sought him, caught him, and sent him down to Fife—with what result we know.

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WEATHER REPORT.

On the 11th at 11.10 a.m.—The anti-cyclone has passed into the Pacific.

Pressure has decreased slightly in all districts except over N. Japan, where it has increased considerably, and over N.E. China, where it has increased slightly.

Pressure gradients are shallow in all districts.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	Light or variable winds, generally fine.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hoi an	The same as No. 1.

HONGKONG TIDE TABLE.

From 13th to 19th May, 1916

Days of Week	Date	HIGH WATER H'kong. Mean Time	Height	LOW WATER H'kong. Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Fri.	12	m 6 24	4 6	1 10	4 0
		4 55 a	5 3		
Satur.	13	m 6 29	5 0	a 0 3	3 1
		6 10	5 3	a 0 28	3 3
Sun.	14	m 6 4	5 6	0 45	2 2
		7 9 a	5 2	1 22 a	2 5
Mon.	15	m 7 9	5 2	m 1 16	2 4
		8 3 a	5 2	2 5 a	1 8
Tues.	16	m 7 54	5 0	a 1 47	2 5
		8 56 a	5 0	2 55	1 1
Wed.	17	m 8 15	7 4	m 2 15	2 7
		9 50	4 8	3 38 a	0 5
Thurs.	18	m 8 51 a	7 9	m 2 45	2 8
		10 47 a	4 5	4 25 a	0 1



THE GAY, HAPPY, SUCCESSFUL WORLD TURNS ITS BACK ON THE THIN FOLKS.

The thin Johnnie above needs Sargol which would help him to draw every atom of strength, blood and nourishment from the food he eats.

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THE WAR MACHINE.

SOME IMPRESSIONS AT THE FRONT.

Mr. H. M. Tomlinson writes in the *Daily News and Leader*:—

The visitor who comes to the British Front for a few days may go away deeply marked by a new sense of the impersonal vastness of the war, but his many hurried visits to apparently unrelated views and inspections of machinery and pigeon holes leave him confused and dumb with a picture in which bakers' shops, ships, hospitals, batteries in action, trenches, troops marching, and multitudes of typewriters muddle and blur each other. He can hardly believe it is real, much less that it is one highly sensitive co-ordinated affair.

Being so far from the front that a morning blackbird outside the billet was making much more noise than the guns, I outlined this doubt to an officer. Here was literally the very heart of the British part of the war, but the calm was as anciently established as in the cathedral close of Winchester. We got to talking of a certain battalion, and I said there was a man in it I knew, though I had not met him for many years. That man also was the thinnest of shadows. If he really existed he was lost somewhere in a sound that was but the profound undertone of a distant sea. "Would you care to see him?" asked the officer, pushing the coffee pot across. I said, "Yes," just as I should have done had he asked me whether I should like to see Rarotonga before I died. Of course! And then he left the table.

Ten minutes later, just as he was about to mount his horse, he said to me: "By the way, I've been on the 'phone; your friend is at——, and a car will be here for you shortly." These British officers are shameless realists. "You will have a very interesting day," he said, with a hard smile, as he rode off.

TELEPHONE AND SHADOW.

But I did not believe it then. What had a telephone to do with it? Could that colonel get a word with a shadow he didn't know, which existed nowhere but in another man's memory? The car made off as though sure of its direction, and continued at high speed for more than an hour. We traversed the British Army on our way, but there was no evidence of war, except a remote thudding, which grew louder as we continued. The army was blue and white posts carrying slender threads across vacant fields; it was a field battery rumbling the opposite way on the pave, and two companies marching to fife and drum across our route, sentries posted without apparent reason at odd points, a convoy of motor ambulances, an ammunition column by the roadside, some idle Tommies larking with children, and a field trampled black with lines of horses. Unity and purpose cannot be seen in objects like that each separated by miles of empty country, with only remote thunder for a clue.

In a village I did not know, near a roadside waste, made orderly, like a dreadful garden, with beds of little crosses ("Un Soldat Francais Inconnu" I read on one cross, though someone had crowned the cross with a wreath), we stopped before a cottage, where a group of officers stood about their brigadier, and though I had never seen them before they made it clear I was expected, and was even a little late. They made no doubt, too, I was hungry, thirsty, and wanted to smoke.

THE FACE OF THE GUIDE.

The continuous thunder had resolved now into numerous and distinct bangs and roars. I was told presently I had better get on the move. There was more than an hour's walk, my guide was waiting, and good luck. And there outside the guide was, a stranger holding a gun, with a face like the day of judgment topped by a steel helmet. I did not hear anyone give him instructions, but he went off silently as though he knew all. He looked, and was, a man of few words.

Now and again, as something hurtled overhead, he cocked his eye, but only once did he stop and crouch suddenly. I did it too. For obviously such a man knew of a reason for it. We went through a village, every house of which looked as if disaster had shaken it with both hands. Nobody was there. The church was a heap of white rubble, out of which rose one Gothic arch framing a grey sky and the black splinters of a tree. You get used to it, given the time; given plenty of time. The steel helmet nursed its gun quickly across brickbats and stumps, and suddenly vanished in the earth. The *communiqué* of that day announces artillery activity about the Hohenzollern Redoubt, which is quite right, and is the reason I hurriedly followed the helmet.

We were in a trench which zig-zagged deeply below the surface. Its direction and construction appeared casual, it was noticeably full of wire nerves, and it was longer and more monotonous than the Brompton-road. We met a few muddy figures in some miles of it, who squeezed against the grey marl to let us pass. The constant crashes outside could not at length prevent my curiosity from climbing to see what the world was like wherein I was buried (in the absurd hope of meeting a friend there). I saw; and the depression it gave me remains.

A FAMOUS BATTLEFIELD.

Here was one of the most famous battlefields of the war. Its abandoned spaciousness had, in that brooding murk, the suggestion of being haunted by the spectral legions of the British, French, and German soldiers who had died there. The iron towers of Loos were near, prominent and ruined, looking towards the dark mass of Foose 8 over a desolation that was as motionless, disrupted, and dead as a lunar landscape. The dark expanse was blotched where craters and lines of abandoned trenches showed the chalk. Before me was a wreckage of filthy sandbags, old tins, red tangles of barbed wire, and the upended wheel of an overturned and broken waggon. A series of flames burst in the midst, sending up columns of black smoke.

(*Continued on next Column.*)

We turned into an old trench of the Germans, a mass of wet and horrible rubbish, and the helmet inconsequentially began to descend a hole in the filth. We went down and round, stooping in a subterranean tunnel in the chalk, bumping against beams, till we came to a little cave far below, where by the light of a candle in a bottle I was welcomed unbelievably by the man I knew. He left me to answer a bell. "Yes," he said, talking into a black cup, "here he is, just arrived." This chaos of muck, this seemingly abandoned wilderness, was sensitive and organic. Through it from afar had come a voice inquiring after the welfare of this stranger.

LOST LOVE.

AN ARTICLE FOR WOMEN.

Women lose their husbands' love, in most cases, because they do not make sufficient effort to keep it; and this is strange, because most women wish to keep it.

A good many of them seem to consider that a wedding ring entitles them for the rest of their lives to a man's love, fidelity, and admiration, without any further effort on their part. According to the laws of the Church it probably does so endow them, but according to the laws of human nature it certainly does not, and human nature wins nearly every time.

Of course, there are men who never could be anything but brutes, and women who lose in the battle of life—which to them is the battle of love—through no fault of their own; but these cases are comparatively rare and do not affect the matter in hand. I write of the ordinary man and the ordinary woman, of the ordinary middle-class life, in any ordinary town.

* * * * *

A few weeks—or months, or years, as the case may be, depending on her temperament and circumstances—after her marriage, a woman settles down into a kind of rut. Her appearance is not quite what it used to be, though by every law of nature it should be improved. She is careless in dress, careless of her whole bodily appearance. Yet if she has any sense at all she must know that her physical charms at least helped to make her attractive to her husband before marriage. Then her interest in mental things—things beyond the four walls of her home—wanes, and gradually her whole intellect becomes narrowed. She has few men friends, and her women friends' interests lie wholly in the feeding of infants, the making of cakes, and in less useful gossip. Her husband knows her too well, and she thinks she knows him too well. Perhaps, if she is not of the lazy type, she has become a housework fiend, and, if she has children, a children's ailment fiend. The mind and body show all this, and sometimes a man looks for companionship, sympathy, and attraction elsewhere. The most faithful of wives, the most devoted of mothers, the most awe-strickenly domestic of women, is often at heart a very selfish mortal indeed!

Women as a rule want love, admiration, and happiness, and the following are the only means that will give it to them. They may say, "Oh, if it takes so much trouble, we don't want to keep our husbands; it's degrading to have to scheme like that." Very well, then, it is a very simple matter to let him go, if you are satisfied. Only, are you? If so, why did you marry? Then, also, if she entered any other business or profession, a woman would expect to make long and continuous efforts in many different directions to succeed; and so it is with marriage.

* * * * *

I append a few suggestions for success.

First.—Keep yourself in health and your beauty at its best. A little exercise and sensible living will usually do both. Do not worry your husband with your or your children's little ailments. If you or they are really ill your husband will share the burden with you.

Second.—Keep your house attractive and your household well fed, but remember that men are not generally interested in the modes of baking pies. If you can afford it, employ someone to do the laundry and the rough work, for needless economies are annoying to your husband and youth-taking to yourself.

Third.—Dress without extravagance but well, not following every fad and fashion like a senseless doll, but with due regard to your own personality and to your husband's purse.

Fourth.—Take, as far as possible, an interest in your husband's business, and expect him to be—he will be—interested in the big things of your own life. Read much, meet people who are worth while, and follow what is going on abroad. Try to realise that there are other countries besides Great Britain, and other nationalities than British, and that there are other cities beyond your own little town. Listen to the opinions of others, that you may form a broad opinion of your own.

Fifth.—Always use the charm which God has given you. You are so much better armed for the battle of life—particularly married life—than any man, if you only knew it; and you have the advantage of being of the sex that is sought after, if you make yourself worth seeking. Remember that men are men, and not all the reforming in the world can ever alter that. In some ways they are better, in some ways worse, than women, but in all ways they are different—remember that! Do not confuse the use of sex attraction with the misuse of the same.

Sixth and Last.—Try to understand the sins and sorrows of the world as well as the great happiness that is in it. Show tolerance to people who are not just as you are. "To know all is to forgive all." Then, I think, if you really married a *man*, you will succeed in the game of Life and hold your husband's love.

That there are many successful wives is granted: that there would be fewer failures, if even some of these rules were followed, is also certain.

E. B.

THE TRAGEDY OF THE CLYDE.

SIX WORKERS DEPORTED "TO ANOTHER PLACE."

Six labour agitators on the Clyde have been deported "to another place" by the military, said Dr. Addison, Parliamentary Secretary of the Ministry of Munitions, in the House of Commons, last month. During the week, said Dr. Addison, a number of strikes were organised in some of the most important munition works in the Clyde district, and energetic attempts to extend them were being made at that moment. At different times strikes have been brought about, sometimes on the most trivial grounds, by a self-appointed body known as the Clyde Workers' Committee.

This committee, which was originally styled the Clyde Labour Withdrawal Committee, has repudiated any connection with, or allegiance to, establish trade unions. It decided to embark on a policy of holding up the production of the most important munitions of war in the Clyde district, with the object, of compelling the Government to repeal the Military Service Act and the Munitions of War Act, and to withdraw all limitations upon increases of wages and strikes and all forms of Government control.

The present series of strikes began on March 17th, when one of the chief members of this committee insisted that he should be entitled during working hours without the permission of the management to leave his work in his own department and go into any other department, for the purpose of investigating what was being done with unskilled labour, interviewing the women introduced, and examining into their proficiency, rate of wages, and other matters.

The management, while offering to afford the man all reasonable facilities, felt themselves unable to accede to his request, and referred the matter to the Clyde Commissioners (appointed by Mr. Lloyd George). The man and his associates, in breach of their own agreement, declined to place the matter before the Commissioners, and succeeded in bringing out about a thousand men in these works.

From that time the series of strikes appeared to have proceeded upon a systematic and sinister plan. The method adopted was to bring out on strike workmen engaged upon the production of a particular heavy gun and gun-mountings for which there were the most urgent demands.

The men's committee visited in succession works which were making parts of these guns. In many places they were unsuccessful; but they succeeded in bringing out a number of men of five different important works engaged upon the manufacture of portions of these guns.

The Executive Committee of the Amalgamated Society of Engineers immediately issued a statement repudiating the strike, forbidding the payment of strike benefit, and calling on the men to return to work.

These efforts were unfortunately unsuccessful, and Mr. Lloyd George requested the military authorities to remove under Section 14 of the Defence of the Realm Regulations, six of the ringleaders who were found, with others, to be contemplating a further extension of their operations.

The movement had no connection whatever with any industrial grievance. It was repudiated by the official trade unions, and was plainly being deliberately organised and directed to hold up certain munitions of which the Army has most urgent need.

HINT OF FURTHER MEASURES.

The Ministry are satisfied that they have the support of the vast majority of munition workers on the Clyde.

The Government are confident that they may rely on the support of Parliament and of the nation if it becomes necessary to put to force their full powers.

Sir Edward Carson asked whether it had been considered that these men had been guilty of assisting the King's enemies and therefore of high treason. Dr. Addison said that all the relevant facts had been considered.

Mr. J. H. Thomas asked for an assurance that the men would be brought to trial.

Dr. Addison stated that they had meanwhile been deported to another place because the matter was urgent. All he could say was that the best course would be taken. (Cheers.)

Commenting upon the situation, which has since improved, Mr. Ben Tillett, the Labour leader wrote:—

It is a tragedy for the men, for labour generally, and for the British nation; a fortuitous concourse of faults, blunders, and ineptitudes second only to the tragedies of the more terrible war now raging in Europe.

From the point of view of the men in the trenches it is a crime little less perhaps more terrible than murder itself. To them it must seem to have in it elements of betrayal, for of their numbers twenty-four out of every twenty-five are industrial workers. They feel that their own class brothers, their own work-mates, are "letting them down." Viewed from the standpoint of the nation, no worse calamity could befall us, not even a German defeat.

There is also another view, that of the democrat. Should such acts continue as those we have just been apprised of, the outlook for democracy is indeed black, for liberty has never been so badly abused. Worse still, the would-be despot has never been offered such an excuse for the exercise of acts of repression or persecution. Let us, however, not be led away too far on the path of condemnation. In condemning the men responsible do not let us decide that a conscious malignant conspiracy is on foot. Malignant machinations are more apparent than real. And, having condemned, let us try to understand.

In the first place, these men who are weakening our hands in this way have for twenty months been working at full pitch day in and day out. Long hours and overtime have been the rule and not the exception. Body and brain alike have been fatigued. Weariness due to physical strain, temper due to the greyness and monotony of their lives, have made them fit subjects for the promptings of revolt. And added to these have been other irritants. At all the works there has been the natural friction due to stricter discipline and more rigid forms of organisation. The management has frequently bungled matters. There have been unavoidable accidents and delays. Between the managerial departments of the works and the military and naval officials there has been further friction, and all these things have reacted on the men.

THE PRESENT TEMPER.

To put the matter bluntly, a revolution has been taking place in this particular industry, and managers as well as the authorities have failed to realise that. Old-established industrial conditions have not only been disturbed, but in many cases rooted up and abolished. The term "dilution of labour" means but little to the layman; to the engineer it means the slinging to the winds of half that he has spent his life in guarding from the attacks of the employer. The ineptitude and incapacity displayed in adjusting affairs for the skilled men under the new conditions of employment have been lamentable. And here another question has arisen. There has been a practical refusal to carry the wages of the skilled men up to the rates that the new conditions would justify. The skilled men have not been paid in proportion to the added value of their output, while at the same time, compared with them, the unskilled workers have been paid comparatively high rates.

There has thus been a combination of conditions and circumstances forcing matters to the present calamitous deadlock; and, as if the internal troubles at the works were not enough, there have been eternal pin-pricks in great variety and appalling numbers. The unfounded charges of drunkenness and slackness preferred by the Liquor Control Board and other fanatics, and the continual misrepresentation of the men's case by a section of the Press, have driven many thousands of good men to bitterness and desperation.

The ugliest menace of all is the present temper of everyone concerned. The managers of works, the representatives of the Ministry of Munitions, the military and naval authorities, the responsible trade union officials have all exhausted their patience. They have ceased to be forbearing and tolerant. Their tempers are so ragged that they are continually on the verge of hysteria. They are becoming almost incapable of calm, reasoned judgment. And malicious demands from outside will do nothing to ease the situation. If the public or the Press demand reprisals they will but aggravate matters, and how matters are may be judged from the fact that, after months of silence, the Government now considers it necessary to issue public reports. The position is serious; we do not want it to become catastrophic or suicidal.

THE BEST REMEDY.

And now let me deal with another phase of the problem. The strikes have been organised by a new "independent" committee. I suggest that such bodies are not needed in the trade union movement. The present trade union organisations "fill the bill." The attitude of the malcontents is one of gross disloyalty and treachery to trade union discipline. And the more vicious and despotically inclined of managements, of military controllers, of Government officials are encouraged by trade union malcontents who skulk out of their trade union responsibilities, who shirk their duties to their industrial organisations. We cannot have anarchy and trade unionism together and the hope to conduct our affairs either fairly, wisely, or with that sane judgment that becomes more and more necessary to the workers in the industrial world.

What, then, is the remedy for the present Clyde discontent? First let the hordes of moralising busybodies who so seduously preach to labour cease their activities and do something of benefit to the country. Calm down the men somewhat by ceasing to nag them. Any sane body of men would stop at once the nagging of teetotal and other fanatics. Then overtime and Sunday labour should be ruthlessly cut down. Both mental and physical recuperation is necessary for the men. Flesh and blood cannot go on as many men have had to go on for the past twenty months without breakdowns and possibilities of disaster.

Labour should be more scientifically organised. Wages should be adjusted according to skill and ability. At present, while the highly skilled men are made responsible for mechanical and technical efficiency, for errors and mistakes in the various mechanical processes, the worst novice on automatic machinery may earn double the wage paid to the highly skilled and competent craftsman.

Finally, anarchy and lax discipline in workshop and trade union are two most dangerous and reprehensible things. They are responsible for the discontent on the Clyde. To raise the cry of pro-Germanism is as crazy as it is false. I am convinced that the Munitions Ministry has done splendidly, as have the best of the naval and military experts and the representatives of the trade union organisations. Mind, the present discontent is not chronic. It is a matter of blundering administration and unfair adjustments for which all parties are partly to blame—the workers equally with the employers.

If the public and the Press will refrain from goading either side to reprisals; if sane judgment is used and a more tolerant attitude adopted all round; if, in short, the national ideal takes the place of class struggle, there will soon be fewer dead in the trenches and fewer maimed and wounded heroes in the hospitals of our country.

FORTHCOMING EVENTS.

TO-DAY

12.30 p.m.—China Fire Insurance Co., Ltd., Extraordinary General Meeting.

TO-NIGHT

9.15 p.m.—Concert by Humphrey Bishop and London Star Co., at the Theatre Royal.

Monday, 15th May:—

3 p.m.—Auction of Crown Land at Public Works Dept.

5.30 p.m.—Organ Recital at the St. John's Cathedral.

Wednesday, 17th May:—

3 p.m.—Wm. Powell, Ltd., Meeting of Shareholders.

THE POILU AT VERDUN.

CONFIDENCE AND ENTHUSIASM.

(From Mr. H. Warner Allen, Special Correspondent of the British Press with the French Armies.)

PARIS, March 24th.

In previous despatches I have quoted at some length letters found upon the persons of German prisoners in order to throw light on the point of view from which the enemy regards the present war. In my present telegram I am able to give a series of quotations from French soldiers' letters, all of which have a direct bearing on the Battle of Verdun. It will be obvious to the reader how vast is the difference of mentality between the German soldiers who resisted the French offensive in Champagne and that of the French troops who barred the road to the German rush on Verdun. I can personally guarantee the authenticity of these quotations.

(1.)—I thought I had really seen something of modern war last June, but it was mere child's play. This time it was really serious. Unless you are on the spot you have no idea of what it really is. I can assure you that the Boches have put up a good show, but we have not done badly either. The Kaiser's promises are far from being realised. We are all convinced that he will get nowhere near what he hopes. We have got them in a hole—those abominable Boches. A German prisoner just gone by said, "Verdun not taken. War not finished. I don't care a damn."

(2.)—So far we have had a fair number of casualties in our batteries, but they are nothing compared with the awful massacre that we have worked in the German ranks. Our splendid 75's simply mowed down their men, and their losses could only be counted in thousands and thousands. I have seen in front of our batteries corpses held upright by the corpses round them, they were so thickly packed. In spite of this slaughter the Boches returned to the charge again and again until they fell, never to rise again. Last winter was Paradise compared to this year, but the consoling thing is that it is perhaps the last of these terrible winters that we are going to pass in the open, for I am convinced that the enemy is playing his last card.

(3.)—It is true that the Boches have advanced three or four miles, but what a price they have paid for it. There were no trenches, no shelters or defences left. Nothing has been able to resist the bombardment of their big guns, and all the time they were firing on our first lines with 12 and 15in. shells. After the bombardment we fought in the open, and as soon as our 75's came into play what thousands of corpses! The Boches were mowed down like a field of corn. They advanced over their own dead only to raise the pile of corpses still higher. If this goes on there will be neither mountains nor valleys left in this hilly country, for the valley will all be full of German dead. It is true that we have had heavy losses, but they are nothing compared with theirs. It is only in the Twentieth Century that such things have been seen, and I am beginning to wonder if God is powerless to stop this war, which is a veritable massacre. . . . I am convinced that the Boches will never take Verdun, for their big effort has been broken. . . . I should be miserable if I had to leave the front lines, for I have defended Verdun for nineteen months.

(4.)—I do not know what the result will be, but I believe it will be the beginning of the end, and you know that at the front they are full of confidence. For though the Devil himself may fight for them the Boches will never get through.

(5.)—No words can express the awful sacrifices that these accursed Boches accepted only to be able to capture a few positions. It's past belief. Happily we were strong enough to repulse them, and now I am certain that they will never get to Verdun. They will lose their whole army first.

NEUTRALS AND GERMAN BARBARITIES.

INDIGNATION IN SPAIN.

The torpedoing of the Spanish steamer *Vigo* by a German submarine, following so closely the death of the great Spanish composer Señor Granados in the *Sussex*, has profoundly moved public opinion in Madrid.

While the Germanophile Press has maintained an embarrassed silence, the more independent papers openly express surprise that the German Navy, while carefully avoiding meeting with the British Fleet, should devote itself to sinking harmless passenger merchant vessels. The *Mundo*, the *Liberal*, and the *Diario Universal* all make severe remarks, the *Radical* writing as follows:

In other days, when Spaniards were not what they are now, they would have called the Germans to strict account on the spot. The offences of the Germans are "many and unpardonable." We need only cite the case of Belgium, the loss of the *Isidoro* and the *Pena Castillo*, the death of Granados, and now the torpedoing of the *Vigo*, which was treated not as a neutral, but as an enemy. Many wars have been declared for less, including our own with Morocco.

These outrages are sure to be repeated, for that barbarous nation is entirely wanting in generosity and gentlemanly feeling. Of this we warn them. If this war continues, in spite of all the subterfuges of their Governments, the neutrals will have to declare war on Germany, who are the enemies of all free peoples.

GERMAN FINANCE.

HOW THE LAST LOAN WAS FLOATED.

Among the many ingenious ways devised in Germany for bringing a little real new money to the fourth War Loan which were called into being by the seductive offers of Dr. Helfferich that of exploiting Dutch bankers and capitalists, shown in the columns of the *Deutsche Wochenzeitung* (a German journal published for circulation in Holland and Belgium) is thoroughly German. The object is to get at the pockets of foreigners—even enemies indirectly—to help the cause of "civilisation," of which the German Fatherland is the champion. Between each article or paragraph of correspondence, an urgent appeal is made for subscriptions to the loan, but Dutch financiers and merchants have, almost without exception, tied up their purse-strings. Even those hitherto friendly to the Central Empires prefer to invest in Dutch Funds or in those of the Quadruple Alliance, especially since the cowardly torpedoing of the *Tubantia*.

From all neutral sources comes news of a positive kind that German officialdom is much crestfallen at the meagre result, for the numerous class of small-savings holders who subscribed with so much spirit to the first and even the second loan is this time conspicuously absent. The Vienna Press exulted lately at the prospect of more than fourteen milliards of marks being assured for the new German loan, of which total, it was said, eight or ten milliards in new money would certainly be offered to the State from motives of patriotism. From what I hear from the same neutral financial sources (says *The Daily Telegraph's* Financial correspondent writing from Paris) not more than £100,000,000 in new money has been forthcoming. This sum, also, has been subscribed by the great financial establishments and industrial companies.

Swiss reports state that all travellers entering Germany are "relieved" of their cash, and not only of gold, but even of silver Swiss francs which they may have in their possession on crossing the frontier. They must empty their pockets, even to the last 50c piece. In exchange for their good money they are supplied with German currency, at the rate of the mark in Germany. This is no doubt profitable, but scarcely honest.

The verdict of the Swiss paper, the *Gazette de Lausanne*, on the fourth German War Loan is worth noting, even though it was given before the actual result of the loan was announced. At the time of its issue the *Gazette* pointed out that the German floating debt exceeded 1,400 millions sterling, made up as follows:—

Drawn credits, treasury bonds, and bills and notes of private banks	£ 719,000,000
Reichsbank notes	224,500,000
Treasury notes	18,000,000
Loan Bank bonds	88,000,000
Municipality of Berlin notes	7,500,000
Old Prussian bonds, replacing loan Bank bonds	75,000,000
New Prussian bonds	150,000,000
Former fiduciary circulation	150,000,000
	£1,432,000,000

In order really to provide new money for the war, observed the *Gazette*, it was necessary that the result of the fourth German War Loan should exceed the amount of the short-term obligations—*i.e.*, 710 millions sterling. Well, the amount actually announced by Dr. Helfferich last week was only 530 millions. This, no doubt, is why the Continental critics call it a fiasco.

BRITISH AIR-MACHINES STRONGLY CRITICISED.

AN INQUIRY PROMISED.

There was a full-dress debate on the air service in the House of Commons on March 28th. It arose, as anything may, on the Consolidated Fund Bill. Mr. Pemberton Billing carried a considerable body of the opinion of the House with him. He did not withdraw his allegation that some of our airmen had been "murdered" rather than killed, though he showed that he did not mean, of course, that the victims of faulty engines and "groggy" aeroplanes had been killed and slain feloniously.

He submitted to the House an appalling list of pilots who had perished, as he said, through having been sent up in machines which were not fitted for the tasks given them, and which had been hopelessly out-classed by the German machines. "Not 20 miles from here," he exclaimed, "there are the finest machines the world has ever seen, and yet we are content to go on ordering this aeronautical rubbish in thousands from the Royal aircraft factories." He complained that pilots were being "driven into the air" in the night inadequately armed, merely to satisfy public clamour or to save the official face. Every aeroplane, he urged, should be fitted with dual control; in the past that would have saved many lives. Mr. Billing again asked for an inquiry into his charges.

On this occasion the "air member" was not a voice calling in the wilderness. There were critics on all hands. Sir W. A. Gelder stated that in a certain town a gun, about which the military had solemnly mounted guard night and day, had, when the Zeppelins came, been found to be a dummy.

The most important part of Mr. Tennant's reply was his announcement that he would make it his business to have Mr. Billing's charges investigated by, if possible, a judicial body. He would ask the Prime Minister on his return to set up a body to go through the charges and report to the House. Mr. Tennant mentioned that his own eldest son was in the Royal Flying Corps, and he had certainly no apprehension that he would be "murdered." For the rest, Mr. Tennant's reply may be summarized in a characteristic sentence of his own—"I assure the House that this matter is engaging the attention of a great number of not really stupid people."

THE FOKKER HAWK.

BRITISH PILOTS' DARING.

Mr. W. Beach Thomas writes from British Headquarters in France:—

In her campaign for the encouragement of hero-worship as an agent in maintaining popular zeal for the war, Germany has taken every opportunity of bruiting the name of Lieutenant Immelmann. He is regarded by his people as the superhawk who goes daily a-hawking for his master and has not yet been hurt by a single heron, in spite of his many adventures.

Let us give Immelmann his due. He is a doughty enemy, but his methods are less heroic than scientific. He does not seek adventure as such or run risks that may be avoided, but hunts deliberately with the single design of destroying any enemy who is so presumptuous as to enter his particular domain, his part of the enchanted forest of the air.

His methods and aims illustrate many of the differences between the German conception of war and our own. His plan is simple and effective. He mounts to a great height, even as much as 13,000 ft., working on the principle of the soaring bird in Wither's poem. "The more he makes wing, he gets power." At this height, which, of course, can only be climbed in certain weathers, when clouds are high or absent, he has speed in hand, a reserve of striking power, and he can observe with impunity. Even were he over our lines, a realm of air he seldom enters, he would be moderately safe from "Archies" and could secure a long lead in case of pursuit.

HIT OR MISS DIVE.

When the desired moment arrives and he observes below him an invading plane, he droops in one long, straight, even dive. His plan is to pass in a rapid diagonal just behind the enemy, at whom he fires continuously as soon as the interval becomes small enough. It is hit or miss with him. Just as some of the hawk family strike once, and once only, and if they fail, altogether, making no effort to retrieve the issue, so with Immelmann. Whatever degree of success or ill-success he has had while emptying his drum of bullets, he does not alter his tactics, makes no effort to pursue, but continues his dive till it brings him home to his own ground, to his master's wrist.

Such a brief description gives, of course, no idea of the art required to carry out these tactics nor of the quality of aeroplane contrived for the purpose. You cannot fight in the air without a gift of aircraft and a good machine, even if your plan of campaign is essentially defensive. Immelmann doubtless deserves his worship. Let us give him his title as "the Eagle of Lille," the town over which he has principally hovered.

Nevertheless it is not the score of personal successes in combat which give the measure of heroism in air service in war. Personally, if there were a scale of merit, I should put the aerial photographers first.

Consider their task. Very often they are called upon to act at the very crisis of an engagement, when, to their great danger, they will be "the cynosure of neighbouring eyes." They have one set little piece of ground over which to work, and they must fly at a moderately low altitude, taking the summit of risk all the time.

OUR AIR PHOTOGRAPHERS.

Immelmann and his fellows can dive home if they will with a bundle of fairy tales, with conjectures as to the billet of their bullets and the fate of the enemy. A wobble or a vol-plane in the opposing machine may go down to their credit, and they may think they saw the enemy's observer "drop a leg," as men say of partridges. No vagueness is left to the photographer. He hurries home, his plate is developed, and he knows before the sun is high whether he is going to receive "a bouquet or a punch." Generally he gets the bouquet, but it does not come from the members of a large house. His photographs are, of course, private and confidential and his work is in a sense journeyman's work, very sound but not at all spectacular.

On behalf of our air photographers it should be set down publicly to their credit that they are supreme. Undoubtedly and in the belief of specialists they take the best photographs yet seen. For myself, I cannot speak by comparisons. I do not know the German standard. But if any better photographs have been made than those brought back soon after dawn in the fights at St. Eloi and the Hohenzollern Redoubt they must be very good indeed.

BRITISH AIRMEN'S LOW FLYING.

The mark of the flying of the British airmen as contrasted with the German has been the readiness on due occasion to fly low. One of the most courageous enterprises of late was the patrol, the chase, of one of our reconnaissance machines over the German lines at so low an altitude that the enemy's "Archies" did not cease fire till their ammunition was exhausted.

In two of the most heroic deeds of the war our men came down to within 200ft of their target and made sure of the bull's-eye. This low flying is more often than may be thought a necessary manœuvre if any aggressive flying is to be undertaken at all. On many comparatively fine days the clouds will come down to levels considerably below 1,000ft. and no man can fly for a long space within clouds. Even a bird will lose direction in a mist; and if the airman has the advantage over the bird in his possession of a compass he has much more trouble than the bird in discovering whether he is flying upwards or downwards.

Not long since two airmen, diving down through the clouds which had developed into a mist, found themselves within twenty yards of the sea at Boulogne, when they expected to find the seashore near Calais.

Such risks are being taken continually by our men. They are never deliberately taken by the enemy. He is essentially a high flier. Recently I have seen several German planes so high as to be mere specks, and of the many I have seen none has been lower, I should say, than 7,000ft. The contrast between the two policies or practices—ours and the German—is made without any idea of criticism. For all I know each may be right in relation to the general strategy, or the different aims, or native talent. But this

(*Continued on next Column.*)

distinction holds in almost all forms of air service.

When the Germans fight they strike. When our men fight they usually chase and pursue. The German photographer, who has become rarer, trusts to the power of the telescopic lens. The German observer and reconnaissance flier has faith in the long view and the lesser risk, and however high his courage he does not stray much beyond the beat into the realms of adventure.

Well, the ways of a man in the air are as wonderful as many of Solomon's four ways; and perhaps, after all, it is the very difference in these ways that most makes enemies respect one another's qualities. You will find no contempt in either air service.—*Daily Mail.*

SEVERE STORM IN GREAT BRITAIN.

RAILWAY SERVICE DISORGANIZED.

DAMAGE IN THE COUNTRY.

One of the worst snowstorms known for many years swept over Great Britain on March 27th and continued the next day. The snow was accompanied by a wind of great violence, and from Cumberland to the Isle of Wight, widespread damage was reported.

A traveller who had experienced the weather conditions of almost every part of the world stated that the gale was almost as bad as anything he had ever experienced. He remembered nothing to equal it in Great Britain, except the great blizzard in the West of England in the early nineties, when the whole of the West Country was isolated.

The dislocation of railway traffic was general, and many train services had to be suspended. The telegraph and telephone services were disorganized.

In London, the gale blew with hurricane force. At one moment it was snowing, at the next it was raining; at one moment the sky was comparatively clear, at another it was impossible to read without artificial light. All the time the wind whistled, slates were being hurled into the streets, mighty trees were uprooted, and telegraph and telephone wires were falling. In the early evening, when the exodus from the City to the suburbs was at its height, the gale made walking almost impossible. In more than one West-end thoroughfare large trees lay across the road as a menace to traffic. In many parts of London, from Golders-green in the north to Wimbledon in the south, shop windows had been blown in by the wind. The wind velocity registered at the Royal Observatory, Greenwich, was 47 miles an hour at 9 p.m.

The snowstorm was the most furious for many years in Birmingham and the Midlands. The snow lay fully a foot deep on the roads, while the gale had piled drifts a yard or more in depth. Many trains were discontinued and others ran hours late. Some of the night trains from London had to be worked through by hand signals owing to signal wires and apparatus breaking down. They were many hours behind time, and the drivers reported unusually severe weather. In some places telegraph poles and wires lay across the lines, and in others trees had been blown on to the metals.

South Wales has not within living memory experienced so fierce a storm. Two miners at Neath, a father and son whose homeward way lay over a mountain, died from exposure. At Port Talbot a foreign seaman was found dead, having been blown down with sufficient force to fracture his skull. At Swansea a man was blown under a truck and killed, while there was also a death at Newport.

Work at Barry Docks and at many collieries was stopped, and in the Rhondda Valley 12,000 miners were idle.

The blizzard in the Midlands caused unprecedented delay in the express train service between Scotland, and Carlisle was completely cut off from London by railway.

The guard of the midnight express from Euston which reached Carlisle at noon, over six hours late, reported that near Lichfield his train passed the Irish mail express from Euston to Holyhead, which was at a standstill. His train just managed to get through the blizzard, which covered an area extending from the Peak district of Derbyshire to Tring, Bedford, and Leicester.

The Great Western service was seriously interrupted in the Bristol district and in South Wales, a mail train being held up for eight hours at Newport (Mon.) because the obstacles which the storm had blown across the track made it unsafe to proceed. So many up trains were delayed that by the afternoon there were not enough locomotives at Paddington to take out all the down trains.

Up and down the lines signal posts were thrown to the ground, and at Port Talbot a signal box was blown in. At Colbren, on the Neath and Brecon Railway, a train was snowed up and all traffic between Neath and Merthyr was stopped. In places the snow was piled up by the hurricane into drifts 20ft. deep.

The Post Office, like the railway companies, suffered through the storm, and disorganization, delay, and stoppage in the telegraph and telephone services prevailed all day. No such interruption of communication had occurred for 30 years.

Telegraph poles and wires were blown down at many points along and across the main railway lines.

At the General Post Office in London it was stated that the Northern, North-Western, Eastern, and Midland telegraph lines along the railways were stopped while many wires and connections on the Great Western Railway were broken.

The West of England and the Midlands suffered severely. There was no communication between London and places west of Swindon. In one Birmingham district 40 telegraph poles were down in six miles, and it was stated that the city was isolated from some 30 large towns and twice as many local offices.

One postal official described the storm as of a "fatal" type for telephone services, because the wires, becoming laden with snow, were unable to withstand the high winds.

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TJIPANAS	JAVA & SAIGON	14th May.	24th May.	BATAVIA
* TJILIWONG	JAVA & MAKASSAR	14th May.	19th May.	BATAVIA

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Hongkong, 11th May, 1916. 18

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Hongkong, 14th April, 1916. [9

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AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

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Hongkong, 28th April, 1916. [628

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

STEAMER.	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
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Hongkong, 5th May, 1916. TELEPHONE No. 35. AGENTS. [663

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SHIPPING

ARRIVALS.

DAINICHI MARU, Japanese str., 3,136, F. Fukui, 11th May—Saigon 6th May, Rice.—Mitsui Bussan Kaisha.

EMPRESS OF RUSSIA, British str., 8,780, S. Robinson, May 11th—Vancouver April 20th, General.—C.P.O.S.

HONGKONG, French str., 730, A. Marguerite, 10th May—Haiphong 8th May, General.—A. R. Marty.

TAIHEI MARU, Japanese str., 2,101, H. Murakami, 11th May—Dairen 3rd May, Coal.—Mitsui Bussan Kaisha.

TUNGSHING, British str., 1,112, L. Hussey, 10th May—Saigon 6th May, General. —Order.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

May 11th.

HOISANG, British str., for Swatow.

QUARTA, British str., for Swatow.

DEPARTURES.

May 11th.

EURYBATES, British str., for Karatsu.

FENGTEIN, British str., for Weihaiwei.

GLENFALLOCH, British str., for Amoy.

HAIMUN, British str., for Amoy.

ST. ALBANS, British str., for Manila.

TAGA MARU, Jap. str., for Haiphong.

YEDDO, Swedish str., for Sabang.

PASSENGERS.

ARRIVED.

Per *Hongkong*, from Haiphong, for Hongkong, Mr. Casulli.

Per *Empress of Russia*, from Vancouver, etc., Mr. W. R. Allen, Mr. F. R. Allen, Miss G. Bothin, Mrs. and Miss Bottenheim, Mr. and Mrs. H. J. Bowdrey and child, Mr. and Mrs. H. F. Campbell, Mr. C. E. Casey, Mr. and Mrs. J. R. Corbin, Comdr. C. L. Chadwick, Mr. J. Dalziel, Mr. A. G. Dana, Mr. and Mrs. W. Eastern, Mr. A. Eaton, Mr. M. T. Figueras, Mr. G. H. Fairchild, Mr. and Mrs. T. S. Hord, Misses Hord (3), Master Hord, Mrs. V. Holfman, Mr. F. Hindson, Judge and Mrs. J. C. Jenkins, Misses Jenkins (3), Mr. G. H. Lakin, Mr. W. D. McCombe, Mr. M. Martinez, Judge W. E. MacMahon, Mr. and Mrs. Ottosen and child, Mr. C. Palmer, Mr. G. H. Ramsay, Mrs. and Miss Redfield, Mr. J. Rasmussen, Mr. O. R. Russell, Lieut. and Mrs. J. A. Robinson, Mr. and Mrs. L. Sypher, Mr. F. G. Smith, Mr. B. W. Sherewood, Lieut. B. G. Smith Mr. P. I. Sewing, Mr. and Mrs. Teachout and 2 children, Miss J. Turner, Mr. N. L. Taliaferro, Mr. W. I. Van Leer, Mr. J. Villamcoll, Mr. and Mrs. G. P. Watson, Mr. J. W. Wilson, Mr. W. B. Wilker, Lieut. W. F. Williamson, Mr. C. M. Tuke, and Mr. F. Scott.

VESSELS EXPECTED.

CANADIAN MAILS.

The str. *Monteagle* left Yokohama on Tuesday, the 9th instant, p.m.

The str. *Empress of Asia* arrived at Vancouver on Saturday, the 6th instant, p.m., leaves Vancouver on Thursday, the 18th instant, and is due to arrive here on Wednesday, the 7th June.

ROYAL MAIL S. P. CO.

Carmarthenshire, from England, is due in Honokong end of May.

MERCHANT STEAMERS.

The str. *Kenkon Maru* is expected here from New York on 16th inst.

The str. *Shirala* left Calcutta on the 7th instant, and may be expected here on or about the 23rd instant.

LATEST STEAMER MOVEMENT.

The Norwegian Africa and Australia Line's str. *Artemis* is due to arrive here from Scandinavia *viâ* Singapore on the 16th inst.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

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having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th May will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD., General Managers.

Hongkong, 11th May, 1916. [23

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 11th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.92	29.89	29.84
Temperature	81	75	83
Humidity	72	94	71
Wind Direction	East	—	East
Force	3	0	3
Weather	c	cf	c
Rain	—	—	—

Highest open-air Temperture on 10th 82

Lowest open-air Temperature on 10th 75

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

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SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD	To-morrow.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jap. str.	—	TOKIWA	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.B. Hetherington R.N.R.	P. & O. S. N. Co.	On 2nd June at Noon
LONDON	CITY OF LINCOLN	Brit. str.	—		THE BANK LINE, LIMITED	On 4th inst.
GENOA & LONDON	GLENIFFER	Brit. str.	—	J. McGregor	SHEWAN, TOMES & Co.	On 22nd inst.
VLADIVOSTOCK VIA PORTS	POSTHOS	Russ. str.	—		MESSAGERIES MARITIMES	On 22nd inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	JESSRIC	Brit. str.	—	R. White	THE BANK LINE, LIMITED	About 5th June
VICTORIA B.C. & SEATTLE VIA KEELUNG, &c.	KAMAKURA MARU	Jap. str.	—	T. Kusano	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
VICTORIA & TACOMA VIA MANILA, &c.	CANADA MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	On 26th inst., at 2 P.M.
MEXICAN, PERUVIAN & CHILIAN PORTS VIA JAPAN	SHINYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 16th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI	ARAKAN	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	To-day.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 16th inst., at 10.30 A.M.
SAN FRANCISCO	JACIQUE	Am. str.	—		CHINA MAIL S.S. CO., LTD.	About 20th inst.
SAN FRANCISCO	FLORIDIAN	Am. str.	—		DODWELL & Co., LTD.	About 30th inst.
SAN FRANCISCO	SHINYO MARU	Jap. str.	—			On 31st inst., at Noon
SAN FRANCISCO VIA SHANGHAI, JAPAN	CHINA	Am. str.	—		CHINA MAIL S.S. CO. LTD.	On 2nd June.
SAN FRANCISCO VIA SHAI, NAGASAKI & HONOLULU	EMPRESS OF RUSSIA	Brit. str.	—	S. Robinson	O.S. LD.	On 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopcaft	CANADIAN PACIFIC O. S. LD.	On 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 14th June.
VANCOUVER VIA SHANGHAI, JAPAN &c.	MONTEAGLE	Brit. str.	—	A. J. Hulley	CANADIAN PACIFIC O. S. LD.	On 28th June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AKI MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 16th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	1 m.	D. W. Grierson	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	E. T. Pilsner	GIBB, LIVINGSTON & Co.	On 2nd June at 11 A.M.
AUSTRALIAN PORTS VIA TIMOR	TANGO MARU	Jap. str.	—	Tawara	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	To-morrow at D'light.
YOKOHAMA, KOBE & MOJI	YETOROFU MARU	Jap. str.	—	K. Ogura	NIPPON YUSEN KAISHA	On 20th inst.
MOJI & KOBE	CEYLON MARU	Jap. str.	—	K. Higo	NIPPON YUSEN KAISHA	To-morrow.
KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	On 16th inst., at D'light.
KOBE & MOJI	TAITAROMI	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 17th inst.
SHANGHAI	ANDRE LEBON	Fren. str.	—		MESSAGERIES MARITIMES	About 17th inst.
SHANGHAI, KOBE & YOKOHAMA	KATORI MARU	Jap. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
SHANGHAI & KOBE	NYANZA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 3rd June.
SHANGHAI	KAIJO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 14th inst., at Noon.
TAMSUI & KEELUNG VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 24th inst., at 9 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	HAITAN	Brit. str.	2 h.	J. P. Thomson	DOUGLAS LAPRAIK & Co.	To-day, at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAIHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 16th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	YUENSANG	Brit. str.	—	W. Meanwy	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
MANILA	CHINHUA	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
MANILA, ILOILO & ILOILO	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., LD	On 20th inst., at 3 P.M.
MANILA	RANGOON MARU	Jap. str.	—	Hori	NIPPON YUSEN KAISHA	On 22nd inst.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	MALAY MARU	Jap. str.	—	K. Sukawa	OSAKA SHOSEN KAISHA	On 3rd June, at 7 A.M.
BOMBAY VIA PORT SWETTENHAM, PENANG & COLOMBO	KWONGSANG	Brit. str.	—	W. Bickard	JARDINE, MATHESON & Co., LD	To-morrow, at at 3 P.M.
SINGAPORE & PENANG	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 16th inst
BATAVIA, CHERIBON, SAMARANG, &c.	SUNGKIANG	Brit. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	To-day at 10 A.M.
HOIHOW, PAKHOI & HAIPHONG	TAKSANG	Brit. str.	—	E. Knight	JARDINE, MATHESON & Co., LD.	On 14th inst., at 8 A.M.
HOIHOW & HAIPHONG						

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE and PENANG	"KWONGSANG"	Saturday, 13th May, 3 P.M.
*YOKOHAMA, KOBE & MOJI	"KUMSANG"	Saturday, 13th May, D'light
*MANILA	"YUENSANG"	Saturday, 13th May, 3 P.M.
HOIHOW and HAIPHONG	"TAKSANG"	Sunday, 14th May, 8 A.M.
*KOBE and MOJI	"FOOKSANG"	Tuesday, 16th May, D'light
*MANILA	"LOONGSANG"	Saturday, 20th May 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning *via* Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD. GENERAL MANAGERS.

Hongkong, 11th May, 1916. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 16th April, 1915. [24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON	"MERIONETHSHIRE"	On 13th May.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215 Sub. Ex. 10

Hongkong, 15th April, 1916. 23

CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.

"MONTEAGLE" INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA" 17 MAY	"EMPRESS OF RUSSIA" 12 JULY
"EMPRESS OF JAPAN" 31 MAY	"EMPRESS OF JAPAN" 25 JULY
"EMPRESS OF ASIA"... 14 JUNE	"EMPRESS OF ASIA"... 9 AUG.
"MONTEAGLE" 28 JUNE	"MONTEAGLE" 23 AUG.

*Calls at Moji instead of Nagasaki.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE, General Agent, Hongkong.

P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ...	NANKIN Capt. G. Manley	Noon. 19th May	Connecting at Colombo with Mail s.s. "Karmala."
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. S. Barcham	About 30th May	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOVARA Capt. H. B. Hetherington, R.N.R.	Noon. 2nd June	Connecting at Colombo with Mail s.s. "Morea."
SHANGHAI	NAGOYA Capt. A. B. Garwood, R.N.R. ...	About 3rd June	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS and FREIGHTS, apply to

E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 11th May, 1916. 1

VESSELS ON THE BERTH

CANADIAN PACIFIC OCEAN SERVICES, LTD.

(PACIFIC SERVICE).

THE Steamship

"EMPRESS OF RUSSIA"

will be despatched from Hongkong at NOON on

WEDNESDAY,

17TH MAY.

for VANCOUVER via Usual Ports of Call. Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE, General Agent.

Hongkong, 5th May, 1916. [662

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN,"

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 19th May, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KARMALA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "CALEDONIA," due in London about the 3rd July, 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 8th May, 1916 1

S.S. "CACIQUE"

(American Registry).

MESSRS. W. R. GRACE & Co.'s fine new American Steamer "CACIQUE" will be despatched for SAN FRANCISCO from Hongkong on or about May 20th, 1916.

For full information regarding freight bookings and rates apply to—

CHINA MAIL S.S. Co., LTD.

Agents.

Hongkong, 2nd May, 1916. [651

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON

THE Steamship

"GLENIFFER,"

Captain J. McGregor, will be despatched for the above port on MONDAY, 22nd May, 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th May, 1916. [404

FOR SAN FRANCISCO.

THE fine new American Steamship

"FLORIDIAN"

will be despatched about 30th May, taking cargo for San Francisco and for Overland Points in the United States.

DODWELL & Co., LTD., Agents.

Hongkong, 30th March, 1916. 462

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NOVARA,"

Arrived Hongkong on 9th May, 1916, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex ss "Kashmir" and "Morea."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR, Actin. Superintendent.

Hongkong, 9th May, 1916 [1

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong	Connecting with	From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA!

PROPOSED SAILING

From Hongkong — S.S. "JESERIC" ... About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails
LONDON	"CITY OF LINCOLN"...	...On 4th June.
LONDON & SWANSEA ...	"CITY OF BOMBAY"...	...On 22nd June

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON.
GENERAL AGENTS

Hongkong 11th April, 1916. 104

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG" ...	On 12th May, 10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 16th May, 4 P.M.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 12th May, 1916. TELEPHONE 36. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW. AMOY AND FOOCHOW

AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Thomson ...	FRIDAY, 12th May, at 2 P.M.
"HAIHONG" ...	Capt. J. W. Evans ...	TUESDAY, 16th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th May, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 4th April 1916. AGENTS 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &C.

Steamers to Colombo	Leave Hongkong Noon Friday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About —	
NYANZA	TUESDAY,	30th May.
†NAGOYA	SATURDAY,	3rd June.
NELLORE	SATURDAY,	17th June.
NANKIN	SATURDAY,	1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'kong. about	Leave S'pore about	Due at M'seilles, if calling about	Due London about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with this Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Acting Superintendent.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

Destination	Steamers	Tons and Displacement	Sailing Dates
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFFE ...	§ KAGA MARU Capt. Tozawa	13,500	THURSDAY, 25th May, at Noon
	§ KAMO MARU Capt. Shimizu	16,000	TUESDAY, 7th June, at Noon.
VICTORIA, B.C., and SEATTLE via KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	§ KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 16th May, at 4 P.M.
	§ YOKOHAMA MARU Capt. Shincho	12,300	WED'DAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, BAMBOANGA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 11 A.M.
	§ TANGO MARU Capt. Soyeda	13,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE PENANG and RANGOON ...	JINSEN MARU Capt. Takahashi	8,000	FRIDAY. 12th May.
BOMBAY via SINGAPORE, MALACCA and COLOMBO ...	RANGOON MARU Capt. Hori	8,000	MONDAY, 22nd May.
KOBE & YOKOHAMA	CEYLON MARU Capt. Higo	10,000	SATURDAY, 13th May.
MOJI and KOBE	YETOROFU MARU Capt. K. Ogura	6,800	SATURDAY 20th May.
NAGASAKI, KOBE and YOKOHAMA	§ TANGO MARU Capt. Takano	13,500	FRIDAY 12th May, at 5 P.M.
SHANGHAI, and KOBE	§ KATORI MARU Capt. B. Kon	21,000	THURSDAY, 18th May, at 10 A.M.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 880. | To London 2nd Single Yen 430.
" " " Return " 975. | " " " Return " 680.
To London, via New York £87.2.0.
" " " " Montreal £66.18.0.
To Victoria, Vancouver, Seattle, 1st Single £30.
" " " " 1st Return £46.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" 1st Return £72. " " 1st Return £73.16.
To Yokohama, 1st Return $150. To Kobe, 1st Return $125.
" " 2nd " $90. " " 2nd " $87

ROUND-THE-WORLD, Tour No. 1 £112,8. Tour No. 2 £111,17.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 292 and 1941. 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong.
‡ SEIYO MARU	14,000 — 14 knots	... TUES., 16th May Noon.
† NIPPON MARU	11,000 — 15 knots	...TUES., 16th May 10.30 A.M.
SHINYO MARU	22,000—21 knots	WED., 31st May Noon.
* DAIREN MARU	9,000 — 12 knots	..SATUR., 3rd June Noon.
* JINYO MARU	8,000 — 12 knots	... MON., 26th June Noon.
† PERSIA MARU	9,000 — 14 knots	... TUES., 4th July 10.30 A.M.
* KWANTO MARU	8,000 — 12 knots	... SATUR., 8th July Noon.
‡ KIYO MARU	17,300 — 14 knots	... TUES., 11th July Noon.
TENYO MARU	22,000—21 knots	TUES., 18th July Noon

† Via MANILA. Omitting Shanghai * Cargo only
‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
SEIYO MARU	14,000 — 14 knots	... TUESDAY, 16th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
TELEPHONE 791. King's Building. 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	ANDRE LEBON	On or about 17th May.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	PORTHOS	On or about 22nd May.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
TELEPHONE 746 QUEEN'S BUILDING.

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

* "CANADA MARU" ...	T. Suruga ...	FRIDAY.	26th May, at 3 P.M.
† "TACOMA MARU" ...	T. Hamada ...	MONDAY,	12th June, at 5 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"MALAY MARU" SATURDAY, 3rd June, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "KAIJO MARU"	SUNDAY,	14th May, at Noon.
* "AMAKUSA MARU"	SUNDAY,	21st May, at Noon
§ "SOSHU MARU"	WED'DAY,	24th May, at 9 A.M.

§ Proceeding to Anping and Takao.
* Proceeding to Tamsui and Keelung.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.
TEL. Nos. 744 and 745. 56

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	10th June	On 2nd June, 11 A.M.
EMPIRE		On 1st July, 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Iced Provisions, etc., and are lighted throughout with Electricity All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
22 AGENTS

POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

OUTWARD MAILS.

For	Per	Date
Amoy	*Portugal*	Friday, 12th, 8.00 A M
Hoihow, Pakhoi and *Haiphong	*Sunghuang*	Friday, 12th, 9.00 A M
Swatow	*Chusan*	Friday, 12th, 9.00 A M
Saigon	*Fausang*	Friday, 12th, 9.00 A M
Straits, Burmah and India via Calcutta ...	*Jinsen Maru* ...	Friday, 12th, 11.00 A M
Hoihow and Haiphong	*Hongkong*	Friday, 12th, 11.00 A M
Swatow and Bangkok	*Haidis*	Friday, 12th, NOON
Swatow, Amoy and Foochow	*Haitan*	Friday, 12th, 1.00 P M
Straits	*Kwongsang*	Friday, 12th, 2.00 P M
Japan via Nagasaki	*Fungo Maru*	Friday, 12th, 4.00 P M
Japan via Yokohama	*Kumsang*	Friday, 12th, 5.00 P M
Japan via Nagasaki, United States, South America, and Canada via San Francisco and United Kingdom via Canada	*Arakan*	Friday, 12th, Registration ... 5.00 P M; Saturday, 13th, Letters 8.00 A M
Philippine Islands	*Yuensang*	Saturday, 13th, 2.00 P M
Hoihow and Haiphong	*Taisang*	Saturday, 13th, 5.00 P M
Batavia, Semarang, Sourabaya, and Port Moresby (via Batavia)	*Borneo Maru* ...	Sunday, 14th, 9.00 A M
Swatow, Amoy and Formosa via Tamsui ...	*Kaijo Maru* ...	Sunday, 14th, 9.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, CANADA, SOUTH AMERICA via SAN FRANCISCO, and UNITED KINGDOM via CANADA	§*Nippon Maru* ...	Monday, 15th, Registration 5.00 P M; Tuesday, 16th, Letters ... 9.30 A M
Philippine Islands, Australia, New Zealand, Tasmania and New Guinea via Thursday Island	*Aki Maru* ...	Tuesday, 16th, Registration ... 9.15 A M; Letters ... 10.00 A M
Japan via Moji, Honolulu, Hilo, San Francisco, Los Angeles, Salina Cruz, Panama, Callao, Arica, Iquique, and Valparaiso	†*Seiyo Maru* ...	Tuesday, 16th, 11.00 A M
Swatow, Amoy and Foochow	*Hai Hong*	Tuesday, 16th, 1.00 P M
Formosa via Keelung, Shanghai North China, Japan via Moji, Victoria, B.C. U.S.A. South America, via Seattle and United Kingdom via Canada ...	†*Kamakura Maru* ...	Tuesday, 16th, Registration ... 2.15 P M; Letters ... 3.00 P M
Philippine Islands	*Chinkua*	Tuesday, 16th, 3.00 P M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, VICTORIA, B.C. (CANADA UNITED STATES, SOUTH AMERICA and UNITED KINGDOM VIA VANCOUVER) ... (EUROPE via SIBERIA) (Shanghai Brit. P.O. Saturday, 24th May.	*Empress of Russia*	Wednesday, 17th, Registration ... 9.45 A M; Letters ... 10.30 A M
Japan via Moji	*Reifun Maru* ...	Friday, 19th, 9.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE The Parcel Mail will be closed on Thursday, 18th May, at 5 P.M. ...	*Nanking*	Friday, 19th, Registration ... 10.15 A M; Letters ... 11.00 A M
Philippine Islands, Australia, New Zealand, Tasmania, via Port Darwin, New Guinea via Thursday Island	*Taiyuan*	Saturday, 20th, Registration 10.15 A M; Letters ... 11.00 A M
SAIGON, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE ...	*Perthus*	Monday, 22nd, Registration ... 3.15 P M; Letters ... 4.00 P M
Timor, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*St. Albans* ...	—: JUNE :— Saturday, 3rd, 10.00 A M

* Superscribed correspondence only.
† Superscribed correspondence for places other than Japan and Honolulu.
‡ Superscribed correspondence for places other than Formosa via Keelung.
§ Superscribed correspondence for places other than Philippine Islands and Honolulu.
‖ Superscribed correspondence for places other than Japan.

LOCAL AND REGULAR MAILS OUTWARD.

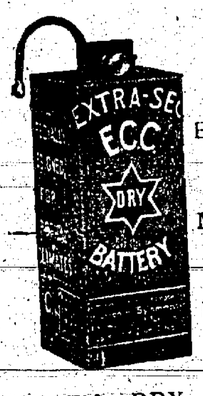
For	On Week-Days	On Sundays & Holidays
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Shuangshui	4.00 P.M.	—
Aberdeen, Antau, Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	8.15 A.M.
Kongmoon	6.00 P.M. Except Saturdays	5.00 P.M.
Nantau and Sanmoi	6.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays.
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M. 9.30 P.M.	7.00 A.M. 9.30 P.M.
Shek Ki	6.15 P.M.	6.15 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.
Kumchuk	6.00 P.M. Except Saturdays.	6.00 P.M.
Kaukong		

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

WM. C. JACK & CO. LTD.



Sole Agents Hongkong for the CROWN BATTERY, made expressly for AUTOMOBILES, MOTOR BOATS, CYCLES, TELEPHONES, MEDICAL APPARATUS and BELLS.

This DRY CELL is made expressly for the climate and has received the Highest Awards for Economy, Long Life and Efficiency.

Fresh stocks always on hand. 30

COMMERCIAL.

CLOSING QUOTATIONS.

May 11th

ON LONDON:—	
Telegraphic Transfer	2/2⅞
Bank Bills, on demand	2/2⅝
Bank Bills, at 30 days' sight	2/3
Bank Bills, at 4 months' sight	2/3d.
Credits, at 4 months' sight...	2/3⅛
Documentary Bills 4 mos' st.	2/3⅛
ON PARIS:—	
Bank Bills, on demand	317
Credits, at 4 months' sight...	327½
ON NEW YORK:—	
Bank Bills, on demand	53⅜
Credits, at 60 days' sight...	—
ON BOMBAY:—	
Telegraphic Transfer	—
Bank Bills, on demand.....	167½
ON CALCUTTA:—	
Telegraphic Transfer	—
Bank Bills, on demand	167½
ON SHANGHAI:—	
Bank Bills, at sight	70½ n.
Private, 30 days' sight	—
ON YOKOHAMA:—	
On Demand	104¾
ON MANILA:—On demand—Pesos	105½
ON SINGAPORE:—	
On Demand	95½
ON BATAVIA:—	
On Demand	129⅜
ON HAIPHONG:—	
On Demand	3½% pm.
ON SAIGON:—	
On Demand	⅜ pm. p.
ON BANGKOK:—	
On Demand	68⅜
SOVEREIGNS, Bank's Buying Rate	$8.85 n.
GOLD LEAF, 100 fine, per tael ...	$53.20
FAR SILVER, per oz.	36½d.

SUBSIDIARY COINS.

		per cent.
Hongkong	cents pieces...	$ 3.60 discount.
Hongkong...10	„	$ 3.50 „
Canton.... 20	„	... $13.00 „
Canton. 10	„	$ 0.50 „

A SHIPMENT JUST ARRIVED.



"FELUCCA" are, to the very last puff, a guarantee of an Egyptian Cigarette at its best.

"FELUCCA" have unusual quality that at once creates preference for this exquisite brand.

CAIRO *Maspero frères* EGYPT. [17

SHARE LIST.—QUOTATIONS.

HONGKONG, 11TH MAY, 1916.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	{$730, buyers L'don	6 p.c.
China Borneo Company, Limited	60,000	$12	all	$10, sellers	8⅓ p.c.
China Light and Power Company, Ltd.	60,000	$5	all	$4.40 buyers	7 p.c.
	60,000	$1	all		
China Provident, Loan & Mortgage Co., Ltd.	200,000	$10	all	$9.10	
COTTON MILLS.—					
S'hai. Cotton Manufacturing Co., Ltd.	60,000	Tls. 50	all	T. 82, buyers	
Kung Yik Cotton S. & W. Co., Ltd.	100,000	T's 10	all	T. 12, sellers	5½ p.c.
International Cotton Manuf'ing Co., Ltd.	10,000	Tls. 74	all	Tls. 72½	
Laou Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls100	all	Tls. 70	
Soeychee Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls. 39½	
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 130, buyers	3½ p.c.
Dairy Farm Company, Limited	40,000	$7½	$6	$3½ sellers	
DOCKS AND WHARVES.—					
H'Kong. & Kowloon Wharf & G. Co., Ltd.	60 000	$50	all	$76, sal. & buy.	4½ p.c.
H'Kong. and Whampoa Dock Co., Ltd.	50 000	$50	all	$110, sal. & buy. $106½, buyers	3½ p.c.
S'hai. Dock and Engineering Co., Ltd.	55,700	Tls100	all	T. 77	
New Engineering & S. B. Works Ltd.	150,000	Tls. 5	all	Tls. 11	
S'hai. and Hongkew Wharf Co., Ltd.	36,000	Tls100	all	Tls. 90	6½ p.c.
Green Island Cement Company, Limited.	400,000	$10	all	$9½, sellers $9.60	
Hongkong Electric Company, Limited, ...	60,000	$10	all	$47½, sales	4½ p.c.
Hongkong Hotel Company, Limited.	22,000	$50	all	$112½, sellers	4½ p.c. 6 p.c.
Hongkong Ice Company, Limited.	6,500	$25	all	$171, sellers	4½ p.c.
Hongkong Rope Manufacturing Co., Ltd.	50,000	$10	all	$34	
Hongkong Tramway Company, Limited.	325,000	5/-	all	$6.30, buyers $6.35, sellers	5½ p.c. 5½ p.c.
INSURANCES.—					
Canton Insurance Office Co., Limited...	10,000	2350	$50	$400	6½ p.c.
China Fire Insurance Co., Limited.	20 000	120	$25	$157	
Hongkong Fire Insurance Co., Ltd.	8,000	$350	$50	$385	5½ p.c.
North-China Insurance Co., Limited.	10 000	£15	£5	Tls. 180, sellers	
Union Insurance Society, Limited.	12 400	$250	$100	$910, sellers	
Yangtsze Insurance Association, Ltd.	12 000	$ 00	$80	$280, sellers @ Ex 73	6½ p.c.
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ltd.	50,000	$100	all	$100, buyers	
Hongkong Central Estate, Limited.	10,000	$100	all	$98 sellers	6½ p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	$ 00	$75	$700	7½ p.c.
Humphreys' Estate and Finance Co., Ltd.	150 000	$10	all	$7	
Kowloon Land and Building Co., Ltd....	6 000	$ 0	$30	$38	6 p.c
Shanghai Land Investment Co., Ltd. ...	78,000	Tls50	all	Tls. 107	
West Point Building Co., Limited, ...	12 500	$50	all	$68, sellers	
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	250,000	Gds.10	all	Tls. 25¾, buyers 26½, sellers	
MINING.—					
Ural Caspian Oil Corp., Limited.	1 000 000	£1	all	35/-	
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	3½/-, sellers	7 p.c.
Raub Australian Gold Mining Co., Ltd.	200 000	£1	all	$2.00, sellers	
Tronch Mines, Limited	160 000	£1	all	4½/-	
Peak Tramways Company, Limited	25,0 0 50.000	$10 $10	all $1	$10½, buyers $0.95	
REFINERIES.—					
China Sugar Refining Co., Limited. ...	27,000	$100	all	$103	
Luzon Sugar Refining Co., Limited	7.000	$100	all	$31, sellers	5 p.c.
STEAMSHIP COMPANIES.—					4½ p.c.
Douglas Steamship Company, Limited.	20 000	$50	all	$133½	
H'kong., Canton & Macao S. B. Co., Ld.	20,000	$15	all	$33½, sales (comb. y. div. pref $46, x div.	
Indo-China Steam Navigation Co., Ld.	60,000 d 60,000 f	£5	all	sal. [sal. & buy. def $ 1½ x. div.	7½ p.c. 4½ p.c.
Shell Transport and Trading Co., Ltd	4,017,610	£1	all	97/, sellers	
Star Ferry Company, Limited.	40,000	$10	all	$33	7½ p.c.
South China Morning Post, Limited	6,000	$25	all	$29	
Steam Laundry Company, Limited	20,000	$5	all	$3½	7 p.c.
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	2 000	$7	all	$6.90, sellers	9 p.c.
Watson & Co., A. S., Limited	90 000	$10	all	$7	6 p.c.
Union Waterboat Company, Limited	50 000	$10	all	$15, sell	

Loans.	Amount.	Value.	Interest.	Quotations
Chinese Imperial 1896.	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC., OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING—HONGKONG—MANILA—SHANGHAI—YOKOHAMA.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
LUGGAGE collected, forwarded and insured at lowest rates
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES Exchanged.
Cook's "FAR-EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 19th April, 1915. 17z

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000, at 2/—$15,000,000
Silver$18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

W. L. PATTENDEN, Esq.—Chairman
S. H. DODWELL, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq. | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. R. Holyoak. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STAUB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

N. J. STAUB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA. GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE.—PEKING.

BRANCHES AND SUB-BRANCHES.
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luantsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkow. TSINAN: Chowtsun, Tunhsien, Lunchi, Lintsing, Tsinien, Yihtun, Huiming, Chefoo, Tsingtao. TAIYUAN: Yunsheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Heling, Chinchow, Antung. CANTON. KUMIYANG. PEKING Kuehua, Suiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange
Hongkong, 13th October, 1914. (560

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM DICKSON
Manager.
Hongkong, 8th June, 1914 (132

THE CHARTERED MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital £2,500,000
Subscribed „ 1,125,000
Paid-up „ 562,500
Reserve Fund 550,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 9th September, 1915. 179

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 20,000,000
Capital Paid-up „ 12,500,000
Reserve Funds „ 4,150,000

President: TETSUTARO SAKURAI, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
IWETOSHI SADA, Esq.
KYOKORU YAMANARI, Esq
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).
BRANCHES AND AGENCIES.

Akoa	Kagi	Makung	Taichu
Amoy	Karekon	Osaka	Tainan
Canton	Kosung	Shangha	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

Correspondents at
Cheribon Cheduan Darem Fusan, Iloilo, Jolo, Macassar, Makden Moji, Nagasaki, Nagoya, New York, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:
3, DES VOEUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business
Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI
Manager.
Hongkong, 21st April, 1916. (642

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N J STAUB
Chief Manager
Hongkong, 2nd November 1914 (10

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